INTRODUCTION

How to Use This Manual

This supplement contains information for the 1995 LEGEND. Refer to following shop manuals for service procedures and data not included in this supplement.

Description	Code No.
LEGEND MAINTENANCE, REPAIR AND CONSTRUCTION 91	62SP000
LEGEND SUPPLEMENT 92	62SP020
LEGEND SUPPLEMENT 93	62SP021
LEGEND SUPPLEMENT 94	62SP022

The first page of each section is marked with a black tab that lines up with one of the thumb index tabs on this page. You can quickly find the first page of each section without looking through a full table of contents. The symbols printed at the top corner of each page can also be used as a quick reference system.

Special Information

⚠WARNING

Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed.

CAUTION:
Indicates a possibility of personal injury or equipment damage if instructions are not followed.

NOTE:
Gives helpful information.

CAUTION:
Detailed descriptions of standard workshop procedures, safety principles and service operations are not included. Please note that this manual contain warnings and cautions against some specific service methods which could cause PERSONAL INJURY, damage a vehicle or make it unsafe. Please understand that these warnings cannot cover all conceivable ways in which service, whether or not recommended by Honda, might be done, or of the possible hazardous consequences of every conceivable way, not could Honda investigate all such ways. Anyone using service procedures or tools, whether or not recommended by Honda, must satisfy himself thoroughly that neither personal safety nor vehicle safety will be jeopardized.

All information contained in this manual is based on the latest product information available at the time of printing. We reserve the right to make changes at any time without notice. No part of this publication may be reproduced, stored in retrieval system, or transmitted, in any form by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of the publisher. This includes text, figures and tables.

marked sections are not included in this manual.
As sections with * include SRS components; special precautions are required, when servicing.

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HONDA MOTOR CO., LTD.
Service Publication Office

General Info
Special Tools
Specifications
Maintenance
Engine
Cooling
Fuel and Emissions
*Transaxle
*Steering
Suspension
Brakes (Including ABS / TCS)
*Body
*Heater and Air Conditioning
*Electrical (Including SRS)

Outline of Model Changes

ITEM	DESCRIPTION	MODELS				REFERENCE SECTION
		92	93	94	95	
General	Added: LEGEND for KN, KW, KK models				○	1, 3
Engine	Changed: Engine mounts/brackets and Transmission mounts/ brackets		○			–
	Changed: Suction pipe of air conditioning system (LHD model), Dipstick, Recommended oil and intake manifold Truction Control System (TCS) adopted (KG, KF, KS, KX)			○		–
	Added: C32A1 engine for KN model				○	5
Fuel and Emissions	Electronic Control Unit (ECU) modified		○			–
	TCS control system added ECU modified Changed: Electrical connections and Self-diagnostic procedures			○		–
	Added: C32A1 engine for KN model C32A2 engine for KK model				○	11
Manual Transmission	Deleted: Secondary cover Secondary spring				○	13
Automatic Transmission	Changed: Gearshift points and Torque value of locknuts Modified: Gearshift selector (KQ), Hydraulic flow circuit, A/T speed sensor, Valve bodies and Rear cover		○			–
	Modified: Circuit diagrams Countershaft inspection Deleted: Secondary cover Secondary spring				○	14
Differential	Deleted: Secondary cover				○	15
Suspension	16 inch aluminum wheel added (European type) Turning angle specifications changed (European type)		○			–
Brake (ABS)	ABS control unit changed		○			–
	TCS with TWS (Tyre pressure Watching System) added (KG, KF, KS, KX)			○		–
Body	Front seats modified Rear power seat added (KQ, KY, KT)		○			–
	Changed: Door weatherstrip clip locations, Front bumper, Rear emblems and Sunroof construction			○		–
	Changed: Handle base and lock cylinder base of a front driver's door for KN model.				○	20

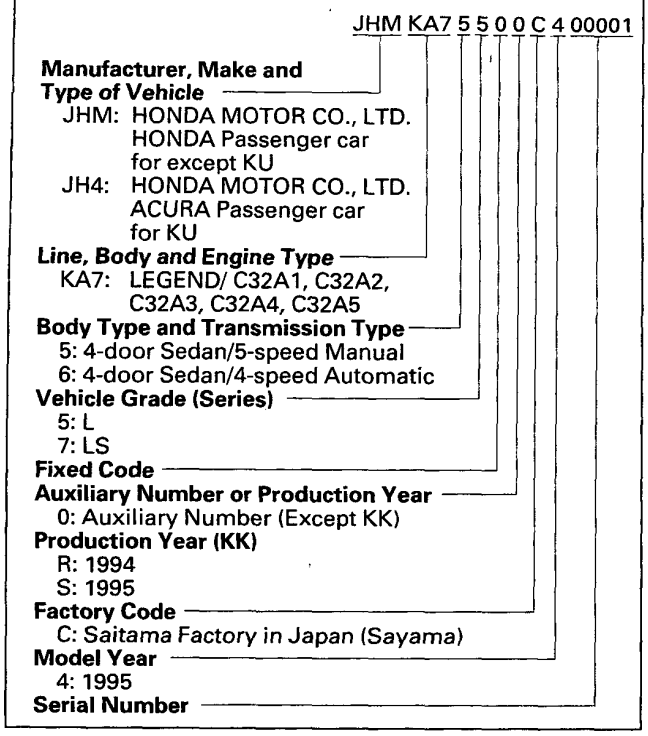
ITEM	DESCRIPTION	MODELS				REFERENCE SECTION
		92	93	94	95	
Air Conditioning	System for refrigerant HFC-134a (R-134a) changed		○			–
	Suction pipe of air conditioning system changed (LHD model)			○		–
Electrical	Power supply circuit changed Added: Interlock system (KQ), Key-in reminder system (KY), Rear power seat (KQ, KT, KY) and Spark plugs for models without catalytic converter		○			–
	Changed: Brake light failure sensors, Safety indicator failure sensors and Shift lever position indicator circuit Added: TCS light, TWS light (KG, KF, KS, KX) and Keyless entry system trunk receiver unit (Except KU)			○		–
	Possible to replace the power mirror actuator Antenna mast and antenna tube of all models can be replaced				○	23
Supplemental Restraint System (SRS)	SRS unit changed Troubleshooting procedure modified	○				–
	Front seat passenger's airbag and Seat belt pretensioner added		○			–

General Information

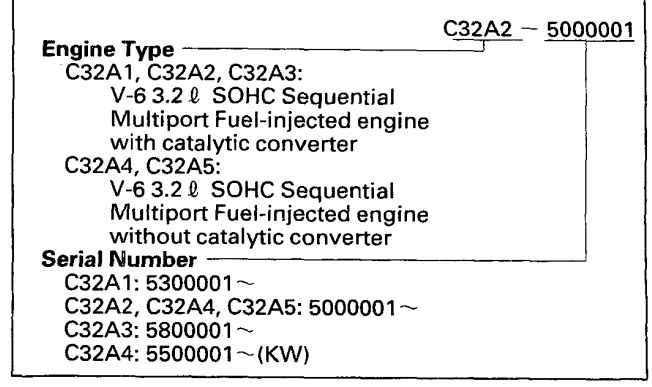
Chassis and Engine Numbers 1-2
Warning/Caution Label Locations 1-4

Chassis and Engine Numbers

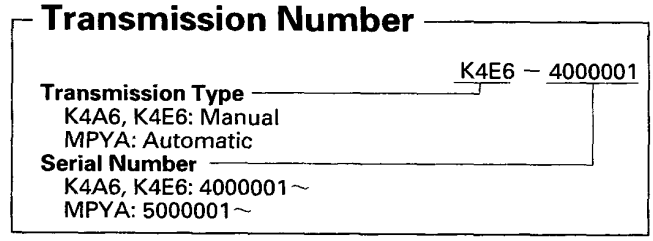
Vehicle Identification Number


JHM KA7 5 5 0 0 C 4 00001
Manufacturer, Make and Type of Vehicle
JHM: HONDA MOTOR CO., LTD. HONDA Passenger car for except KU
JH4: HONDA MOTOR CO., LTD. ACURA Passenger car for KU
Line, Body and Engine Type
KA7: LEGEND/ C32A1, C32A2, C32A3, C32A4, C32A5
Body Type and Transmission Type
5: 4-door Sedan/5-speed Manual
6: 4-door Sedan/4-speed Automatic
Vehicle Grade (Series)
5: L
7: LS
Fixed Code
Auxiliary Number or Production Year
0: Auxiliary Number (Except KK)
Production Year (KK)
R: 1994
S: 1995
Factory Code
C: Saitama Factory in Japan (Sayama)
Model Year
4: 1995
Serial Number

Engine Number


C32A2 – 5000001
Engine Type
C32A1, C32A2, C32A3:
V-6 3.2 ℓ SOHC Sequential Multiport Fuel-injected engine with catalytic converter
C32A4, C32A5:
V-6 3.2 ℓ SOHC Sequential Multiport Fuel-injected engine without catalytic converter
Serial Number
C32A1: 5300001~
C32A2, C32A4, C32A5: 5000001~
C32A3: 5800001~
C32A4: 5500001~(KW)

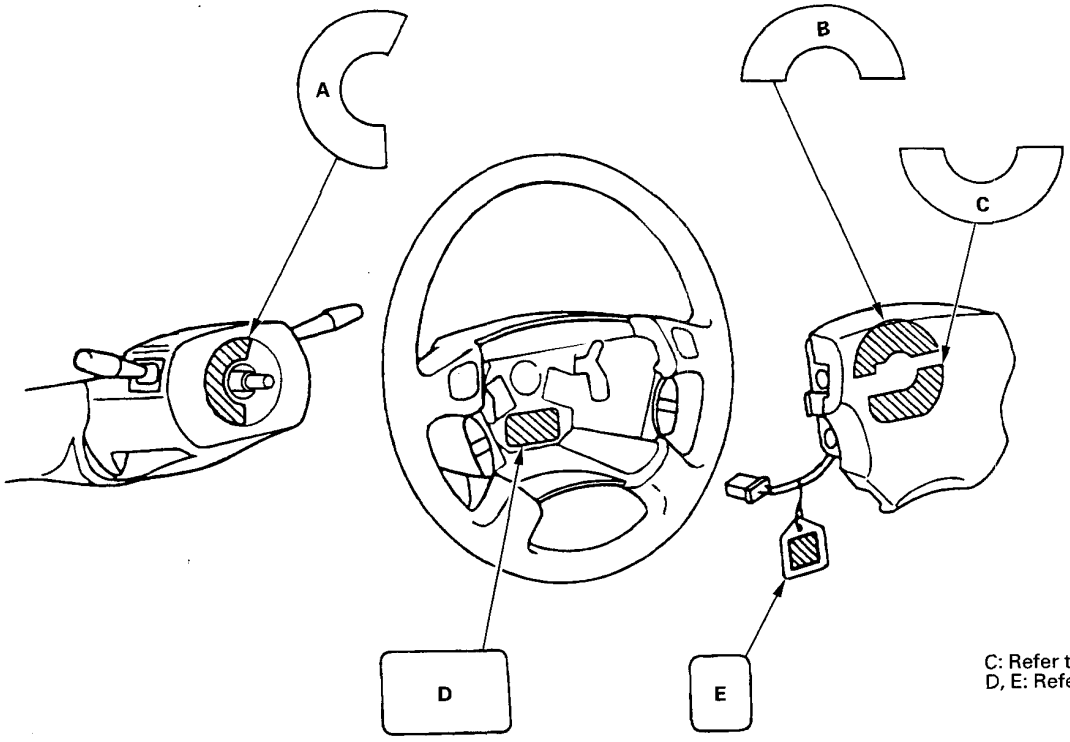
Transmission Number



Applicable Area Code/ VIN/ Engine Number/ Transmission Number List

GRADE NAME	APPLICABLE AREA CODE	TRANSMISSION TYPE	VEHICLE IDENTIFICATION NUMBER	ENGINE NUMBER	TRANSMISSION NUMBER
L	KF	5MT	JHMKA75500C400001~	C32A2−5000001~	K4E6−4000001~
		4AT	JHMKA76500C400001~	C32A2−5000001~	MPYA−5000001~
	KG	5MT	JHMKA75500C400001~	C32A2−5000001~	K4E6−4000001~
		4AT	JHMKA76500C400001~	C32A2−5000001~	MPYA−5000001~
	KS	5MT	JHMKA75500C400001~	C32A2−5000001~	K4E6−4000001~
		4AT	JHMKA76500C400001~	C32A2−5000001~	MPYA−5000001~
	KX	5MT	JHMKA75500C400001~	C32A2−5000001~	K4E6−4000001~
		4AT	JHMKA76500C400001~	C32A2−5000001~	MPYA−5000001~
	KY	4AT	JHMKA76500C400001~	C32A4−5000001~	MPYA−5000001~
	KE	4AT	JHMKA76500C400001~	C32A2−5000001~	MPYA−5000001~
	KQ	4AT	JHMKA76500C400001~	C32A3−5800001~	MPYA−5000001~
	KT	4AT	JHMKA76500C400001~	C32A5−5000001~	MPYA−5000001~
	KU	4AT	JH4KA76500C400001~	C32A2−5000001~	MPYA−5000001~
	KW	5MT	JHMKA75500C400001~	C32A4−5500001~	K4A6−4000001~
		4AT	JHMKA76500C400001~	C32A4−5500001~	MPYA−5000001~
	KK	4AT	JHMKA7650RC400001~	C32A2−5000001~	MPYA−5000001~
			JHMKA7650SC400001~	C32A2−5000001~	MPYA−5000001~
LS	KN	4AT	JHMKA76700C400001~	C32A1−5300001~	MPYA−5000001~

Warning/Caution Label Locations



C: Refer to page 1-5, 6.
D, E: Refer to page 1-6.

A: CABLE REEL CAUTION A
(KF, KG, KX, KE, KQ, KT, KU, KK, KN)

SRS
REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

POUR LES INSTRUCTIONS DETAILL'EES, SE REPORTER AU MANUEL DE REPARATIONS.

取扱い、保管はホンダサービスマニュアルを参照してください。

AUSF HRLICHE ANMEISUNGEN SIND DEM ZU ENTINEMEN.

RAAD PLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

(KS, KY)

SRS
REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

HÄNVISNIG TILL SHOP MANUAL FOR DETALJERADE ANIVISNINGAR.

KATSO KORJAAMOKASIKIRJAST TARKAT OHJEET.

ارجع الى دليل الخدمة لمزيد من التوصيات.

B: DRIVER MODULE DANGER
(KE, KQ, KT,KN)

DANGER
EXPLOSIVE/FLAMMABLE SRS
CONTACT WITH ACID, WATER, OR HEAVY METALS SUCH AS COPPER, LEAD, OR MERCURY, MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 100°C. FOR PROPER HANDLING, STORAGE, AND DISPOSAL PROCEDURES REFER TO THE HONDA SERVICE (SHOP) MANUAL, SRS SUPPLEMENT.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.
FIRST AID:
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

B: DRIVER MODULE DANGER (KF, KG, KX, KK)

- DANGER
  EXPLOSIVE/FLAMMABLE
  POISON
  REFER TO THE SHOP MANUAL.
- DANGER
  EXPLOSIF ET INFLAMMABLE
  POISON
  SE REPORTER AU MANUEL D'ATELIER.
- GEFAHR
  EXPLOSIV/ENTZÜNDBAR
  GIFT
  WERKSTATTHANDBUCH LESEN.
- GEVAAR
  EXPLOSIEGEVAAR/BRANDBAAR
  GIFTIG
  LEES HET WERKPLAATSHANDBOEK.

(KU)

⚠ DANGER
EXPLOSIVE/FLAMMABLE
CONTACT WITH ACID, WATER, OR HEAVYMETALS SUCH AS COPPER, LEAD, OR MERCURY, MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURES REFER TO THE HONDA SERVICE (SHOP) MANUAL, SRS SUPPLEMENT.
POISON
CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE.
FIRST AID
IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR. IN EVERY CASE, GET PROMPT MEDICAL ATTENTION.
KEEP OUT OF REACH OF CHILDREN.

⚠ DANGER
EXPLOSIBLE/INFLAMMABLE
TOUT CONTACT AVEC L'ACIDE, L'EAU OU DES METAUX LOURDS COMME LE CUIVRE, LE PLOMB OU LE MERCURE RISQUE DE PRODUIRE DES GAZ NOCIFS ET IRRITANTS OU DES COMPOSES EXPLOSIFS. LES TEMPERATURES DE RANGEMENT NE DEVRONT PAS DEPASSER 200°F (100°C). POUR LES PROCEDURES DE MANIPULATION, DE RANGEMENT ET DE MISE AU REBUT, VOIR LE SUPPLEMENT SRS DU MANUEL D'ENTRETIEN.
POISON
RENFERME DE L'ACIDE DE SOUDE ET DU NITRATE DE POTASSIUM TOXIQUES.
PREMIERS SECOURS
SI LE CONTENU EST ABSORBE, INDUIRE UN VOMISSEMENT. EN CAS DE CONTACT AVEC LES YEUX, LAVER A GRANDE EAU PENDANT UN QUART D'HEURE. EN CAS D'INHALATION DES GAZ (PAR CONTACT AVEC L'ACIDE OU L'EAU), ALLER A L'AIR FRAIS. DANS TOUS LES CAS, OBTENIR PROMPTEMENT DES SOINS MEDICAUX.
TENIR HORS DE PORTEE DES ENFANTS.

(KS, KY)

- DANGER
  EXPLOSIVE/FLAMMABLE POISON
  REFER TO THE SHOP MANUAL.
- FARLIGT
  EXPLOIVT/LÄTTANTÄNDLIGT GIFTIGT SE VERKSTADSHANDBOKEN.
- VAARA
  HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ MYRKKY GIFT KATSO TYÖKÄSIKIRJAA.
- مادة خطيرة
  مادة متفجرة/قابلة للاشتعال
  مادة سامة
  لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

C: DRIVER MODULE WARNING (KE, KQ, KT, KN)

WARNING SRS
TO PREVENT ACCIDENTAL DEPLOYMENT AND POSSIBLE INJURY:
ALWAYS INSTALL THE PROTECTIVE SHORT CONNECTOR ON THE INFLATOR CONNECTOR WHEN THE HARNESS IS DISCONNECTED.
UNDER NO CIRCUMSTANCES SHOULD DIAGNOSIS BE PERFORMED USING ELECTRICAL TEST EQUIPEMENT OR PROBING DEVICES. NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE OR TAMPER. STORE THE REMOVED AIRBAG ASSEMBLY WITH THE PAD SURFACE UP.
FOR SPECIAL HANDLING OR STORAGE REFER TO THE HONDA SERVICE (SHOP) MANUAL.
DISPOSE OF THE ENTIRE UNIT AS DIRECTED.

(KU)

⚠ WARNING
THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT OR KILL YOU.
- DO NOT USE ELECTRICAL TEST EQUIPEMENT OR PROBING DEVICES.
  THEY CAN CAUSE ACCIDENTAL DEPLOYMENT.
- NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE.
- PLACE AIRBAG UPRIGHT WHEN REMOVED.
- FOLLOW SERVICE (SHOP) MANUAL INSTRUCTIONS CAREFULLY.

⚠ ATTENTION
LE GONFLEUR DE COUSSIN D'AIR EST EXPLOSIBLE ET S'LL SE DEPLOIE ACCIDENTELLEMENT, IL RISQUE DE PROVOQUER DES BLESSURES GRAVES OU DE TUER.
- NE PAS UTILISER DE MATERIEL D'ESSAI ELECTRIQUE NI DE SONDE.
  ILS POURRAIENT PROVOQUER UN DEPLOIEMENT ACCIDENTEL DU COUSSIN D'AIR.
- IL N'Y A PAS DE PIECES REPARABLES A L'INTERIEUR. NE PAS DEMONTER.
- QUAND ON RETIRE LE COUSSIN D'AIR, LE TENIR A LA VERTICALE.
- SUIVRE ATTENTIVEMENT LES INSTRUCTIONS DU MANUEL D'ENTRETIEN.

(cont'd)

Warning/Caution Label Locations

(cont'd)

(KF, KG, KX, KK)

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE REPORTER AU MANUEL D'ATELIER.
- WERKSTATTHANDBUCH LESEN.
- LEES HET WERKPLAATSHANDBOEK.

(KS, KY)

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE VERKSTADSHANDBOKEN.
- KATSO TYÖKÄSIKIRJAA.
- لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

D: STEERING WHEEL WARNING
(KF, KG, KX, KE, KQ, KT, KU, KK)

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE REPORTER AU MANUEL D'ATELIER.
- WERKSTATTHANDBUCH LESEN.
- LEES HET WERKPLAATSHANDBOEK.

(KS, KY)

WARNING SRS
- REFER TO THE SHOP MANUAL.
- SE VERKSTADSHANDBOKEN.
- KATSO TYÖKÄSIKIRJAA.
- لمزيد من المعلومات نرجو مراجعة كتيب دليل الاستخدام في الورشة.

(KN)

NOTICE
IMPROPER STEERING WHEEL REMOVAL OR INSTALLATION CAN DAMAGE SRS COMPONENTS. FOLLOW SERVICE (SHOP) MANUAL INSTRUCTIONS CAREFULLY.

REMARQUE
UN RETRAIT OU UNE REPOSE INCORRECTS DU VOLANT RISQUENT D'ENDOMMAGER LES PIECES CONSTITUTIVES DU SRS. SUIVRE ATIENTIVEMENT LE MANUEL D'ENTRETIEN.

E: INFLATOR BAM LABEL
(KF, KG, KX ,KK only)
TRW Safety Systems manufactured inflator:

AIRBAG GAS GENERATOR 150028
TRW SAFETY SYSTEMS/MESA
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DEUTSCHLAND GMBH/OFFENBACH
BAM PT_1-0358

DER GASGENERATOR DART NUR FÜR INSASSEN-RÜCKHALTESYSTEME MIT LUFTSACK IN KRAFTFAHRZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERATORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

CAUTION CONTAINS FLAMMABLE SOLIDS US DOT-E-8236	THE GAS GENERATOR SHOULD ONLY BE INSTALLED IN VEHICLES EQUIPPED WITH THE AIRBAG SYSTEM. THE GAS GENERATOR IS TO BE INSTALLED AND/ OR DISASSEMBLED ONLY BY TRAINED PERSONNEL.
ATTENTION CONTENT DE SOLIDES FLAM-MABLES US DOT-E-B8236	LE GENERATEUR DE GAZ NE PEUT ETRE INSTALLE QUE SUR DES VEHICULES EQUIPES D'UN SYSTEME AIRBAG LE MONTAGE ET LE DEMONTAGE DU GENERATEUR DE GAZ NE PEUT ETRE EFFECTUE QUE PAR UN PERSONNEL QUALIFIE.

NIPPON KOKI manufactured inflator:

AIRBAG GAS GENERATOR NK8
NIPPON KOKI, SHIRAKAWA JAPAN
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DEUTSCHLAND GMBH/OFFENBACH
BAM PT_1-0379

DER GASGENERATOR DART NUR FÜR INSASSEN-RÜCKHALTESYSTEME MIT LUFTSACK IN KRAFTFAHR-ZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERA-TORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

CAUTION CONTAINS FLAMMABLE SOLIDS	THE GAS GENERATOR SHOULD ONLY BE INSTALLED IN VEHICLES EQUIPPED WITH THE AIRBAG SYSTEM. THE GAS GENERATOR IS TO BE INSTALLED AND/ OR DISASSEMBLED ONLY BY TRAINED PERSONNEL.
ATTENTION CONTENT DE SOLIDES FLAMMABLES	LE GENERATEUR DE GAZ NE PEUT ETRE INSTALLE QUE SUR DES VEHICULES EQUIPES D'UN SYSTEME AIRBAG. LE MONTAGE ET LE DEMONTAGE DU GENERATEUR DE GAZ NE PEUT ETRE EFFECTUE QUE PAR UN PERSONNEL QUALIFIE.

F: HOOD WARNING LABEL
(KF, KG, KX, KE, KQ, KT, KU, KK)

WARNING SRS
THIS VEHICLE IS EQUIPPED WITH A AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.

ATTENTION SRS
CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR DU COTE CONDUCTEUR QUI CONSTITUE UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
TOUS LES FILS ET CONNECTEURS ELECTRIQUES DU SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.) SONT DE COULEUR JAUNE. N'UTILISEZ PAS UN EQUIPEMENT D'ESSAIS ELECTRIQUES SUR CES CIRCUITS. NE TOUCHEZ PAS ET NE DEBRANCHEZ PAS LES FILS DU SYSTEME S.R.S. CAR CECI POURRAIT DE TRADUIRE PAR LE DECLENCHEMENT ACCIDENTEL DU GONFLEUR OU RENDRE LE SYSTEME INOPERANT ET VOUS EXPOSER AINSI A DE GRAVES BLESSURES.

WARNUNG SRS
DIESES FAHRZEUG IST MIT EINEM FAHRER-AIRBAG (SRS) ALS ZUSÄTZLICHEM RÜCKHALTESYSTEM AUSGERÜSTET.
ALLE ELEKTRISCHEN KABEL, SOWIE DIE ZUGEHÖRIGEN STECKVERBINDER DES S.R.S.-SYSTEMS SIND IN GELBER FARBE AUSGEFÜHRT. KEINE ELEKTRISCHEN PRÜFGERÄTE AN DIE S.R.S.-VERKABELUNG ANSCHLIEBEN. VERÄNDERN ODER UNTERBRECHEN DER S.R.S.-VERKABELUNG KANN UNKONTROLLIERTES ZÜNDEN DES GASGENERATORS AUSLÖSEN.
ODER DAS SYSTEM AUBER FUNKTION SETZEN WAS ZU ERNSTHAFTEN VERLETZUNGEN FÜHREN KANN.

WAARSCHUWING SRS
DIT VOERTUIG IS UITGERUST MET EEN LUCHTKUSSEN AAN DE BESTUURDERSKANT ALS EXTRA BESCHERMING (S.R.S.).
ALLE ELEKTRISCHE LEIDINGEN EN AANSLUITINGEN VAN DE S.R.S. ZIJN GEEL GEKLEURD. GEBRUIK GEEN ELEKTRISCHE TESTAPPARATUUR VOOR DEZE CIRCUITS. KNOEIEN MET OF LOSKOPPELEN VAN DE S.R.S. LEIDINGEN KAN LEIDEN TOT BRAND IN DE VULINRICHTING OF TOT UITSCHAKELEN VAN HET SYSTEEM: DIT KAN TOT ERNSTIGE ONGELUKKEN LEIDEN.

(KS, KY)

WARNING SRS
THIS VEHICLE IS EQUIPPED WITH A AIRBAG SYSTEM AS A SUPPLEMENTAL RESTRAINT SYSTEM. (SRS)
ALL S.R.S. ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
DO NOT USE ELECTRICAL TEST EQUIPMENT ON THESE CIRCUITS.
TAMPERING WITH OR DISCONNECTING THE S.R.S. WIRING COULD RESULT IN ACCIDENTAL FIRING OF THE INFLATOR OR MAKE THE SYSTEM INOPERATIVE, WHICH MAY RESULT IN SERIOUS INJURY.
VARNING SRS
DETTA FORDON HAR EN LUFTKUDDE FÖR FÖRARSÄTET SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (SRS). SAMTLIGA ELLEDNINGAR OCH KONTAKTER I SRS-SYSTEMET ÄR GULFÄRGADE. ANVÄND INTE ELEKTRISK PROVUTRUSTNING FÖR DESSA KRETSAR. OM DU ÄNDRAR ELLER LOSSAR EN SRS-LEDNING KAN DET RESULTERA I EN OAVSIKTLIG UTLÖSNING AV TRYCKPUMPEN ELLER GÖRA ATT SYSTEMET SLUTAR FUNGERA. DÅ KAN EN ALLVARLIG OLYCKA UPPSTÅ.
VAROITUS SRS
TÄSSÄ AUTOSSA ON YLIMÄÄRÄISENÄ TUKIJÄRJESTELMÄNÄ AJAJAN ILMATYYNY. (SRS) KAIKKI SRS-SÄHKÖJOHDOT JA-LIITTIMET OVAT KELTAISET.
ÄLÄ KÄYTÄ SÄHKÖKOELAITTEITA NÄISSÄ VIRTAPIIREISAÄ. SRS-JOHTOJEN TUKKEAMINEN TAI IRROTTAMINEN SAATTAA SYTYTTÄÄ VAHINGOSSA PUMPUN TAI TEHDÄ JÄRJESTELMÄN KÄYTTÖKELVOTTOMAKSI.
TÄSTÄ TAAS SAATTAA AIHEUTUA VAKAVIA VAURIOITA.
تنبيه : (S.R.S.)
تم تجهيز هذه السيارة بكيس هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).
جميع الأسلاك الكهربائية الخاصة بنظام الكبح الاضافي (S.R.S.) والموصلات ملونة باللون الأصفر.
لا تستعمل معدات اختبار الكهرباء على هذه الدوائر. ان العبث أو فصل أسلاك نظام الكبح الاضافي (S.R.S.) يمكن أن يؤدي للحريق العرضي للنافخ أو يتسبب في تعطيل النظام عن العمل مما يؤدي الى حدوث أضرار خطيرة.

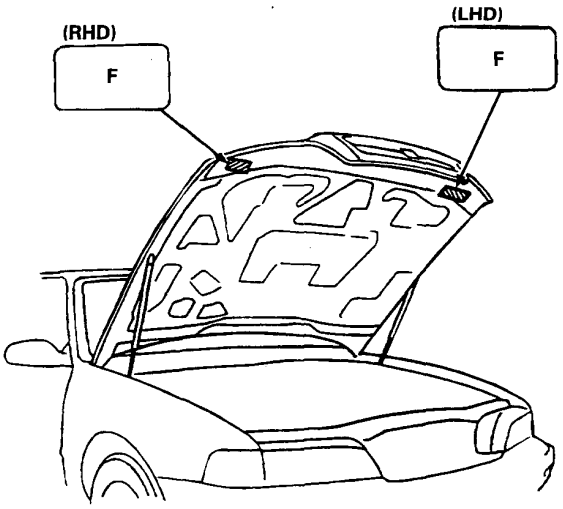
(KN)

SUPPLEMENTAL RESTRAINT SYSTEM(SRS)
THIS VEHICLE IS EQUIPPED WITH DRIVER AND FRONT SEAT PASSENGER AIRBAGS AND FRONT SEAT BELT TENSIONER SYSTEMS.
ALL SRS ELECTRICAL WIRING AND CONNECTORS ARE COLORED YELLOW.
TAMPERING WITH, DISCONNECTING OR USING ELECTRICAL TEST EQUIPMENT ON THE SRS WIRING CAN MAKE THE SYSTEM INOPERATIVE OR CAUSE ACCIDENTAL FIRING OF THE INFLATOR.
⚠WARNING
THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERILOUSLY HURT YOU.
FOLLOW SERVICE (SHOP) MANUAL INSTRUCTIONS CAREFULLY.

(cont'd)

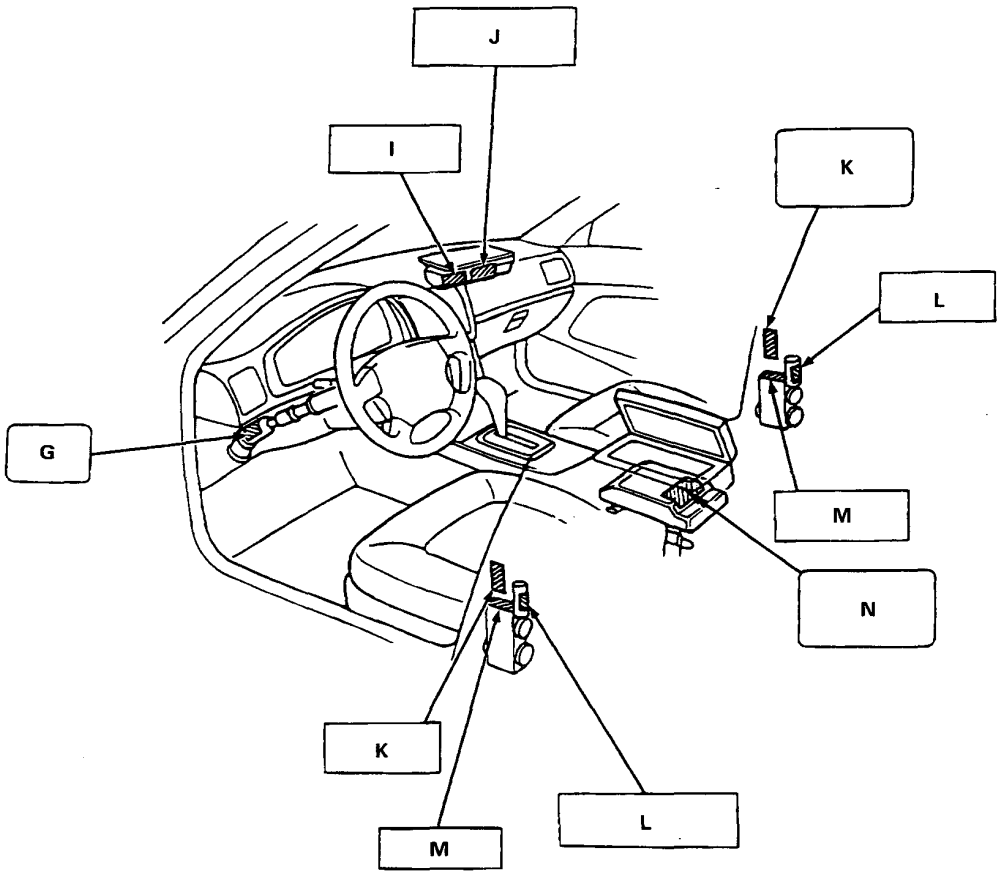
Warning/Caution Label Locations

(cont'd)



F: Refer to page 1-7.
H: Refer to page 1-10.
I: Refer to page 1-11.
J: Refer to page 1-11, 12.
K, L, M, N: Refer to page 1-13.

SUNVISOR
H



G: STEERING COLUMN CAUTION LABEL

(KF, KG, KX,KK)

CAUTION SRS
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

ATTENTION SRS
POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET DE RENDRE AINST LE SYSTEME INOPERANT, RETIREZ LE VOLANT AVANT DE DEVINSSER LE BOULON D'ACCOUPLEMENT D'ARBRE DE DIRECTION.

ACHTUNG SRS
UM BESCHÄDIGUNGEN DER S.R.S.-KABELROLLE ODER DES KABELS. WELCHE DAS S.R.S.-SYSTEM AUBER FUNKTION SETZEN WÜRDEN. ZU VERMEIREN, VOR ARBEITEN AN DER LENKSPINDEL DAS LENKRAD AUSBAUEN.

WAARSCHUWING SRS
OM TE VOORKOMEN DAT DE S.R.S.-KABEL OF - HASPEL BESCHADIGD WORDEN, HETGEEN ERTOE ZOU LEIDEN DAT HET SYSTEEM UITVALT, DIENT U HET STUUR TE VERWIJDEREN VOORDAT U DE STUURSCHACHT-CONNECTORBOUT VERWIJDERT.

(KE, KQ, KT, KU)

CAUTION SRS
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

ATTENTION SRS
POUR NE PAS RISQUER D'ENDOMMAGER LE CABLE OU L'ENROULEUR DU S.R.S. ET DE RENDRE AINST LE SYSTEME INOPERANT, RETIREZ LE VOLANT AVANT DE DEVISSER LE BOULON D'ACCOUPLEMENT D'ARBRE DE DIRECTION.

(KS)

OBSERVERA SRS
FÖR ATT UNDVIKA SKADOOR PA SRS-SYSTEMETS KABEL ELLER TRUMMA, NAGOT SOM KAN GÖRA ATT SYSTEMET INTE FUNGERAR, SKALL RATTEN TAS BORT INNAN RATTAXELNS BULT TAS BORT.

VAROITIUS SRS
SRS-KAAPELIN JA RULLAN VAHINGOITTUMISEN ESTÄMISEKSI, JOTTS JÄRJESTELMÄ EI MENISI KÄYTTÖKELVOTTOMAKSI, IRROTETAAN OHJAUSPYÖRÄ ENNE KUIN IRROTETAAN OHJAUSVARREN LIITTIMEN PULTTI.

(KY)

CAUTION SRS
TO AVOID DAMAGING THE S.R.S. CABLE OR REEL, WHICH COULD MAKE THE SYSTEM INOPERATIVE, REMOVE THE STEERING WHEEL BEFORE REMOVING THE STEERING SHAFT CONNECTOR BOLT.

تحذير : (S.R.S.)
لكى تتجنب اتلاف كبل نظام الكبح الاضافي (S.R.S.) أو البكرة، الذي يمكن أن يعطل تشغيل النظام، انزع عجلة القيادة قبل نزع برغي موصل جذع المقود.

(KN)

NOTICE
TO PREVENT SRS DAMAGE, REMOVE STEERING WHEEL BEFORE REMOVING STEERING SHAFT CONNECTING BOLT.

REMARQUE
POUR ÉVITER TOUT DOMMAGE DU SRS, RETIRER LE VOLANT AVANT DE RETIRER LE BOULON DE RACCORDEMENT DE L'ARBRE DE DIRECTION.

(cont'd)

Warning/Caution Label Locations

(cont'd)

H: DRIVER INFORMATION LABEL (SUNVISOR)
(KF, KG, KX,KK, KN)

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

SRS ATTACHEZ TOUJOURS VOTRE CEITURE
- CE VEHICULE EST EQUIPE D'UN COUSSIN D'AIR POUR LE PASSAGER AVANT, QUI CONSTITUENT UN SYSTEME DE RETENUE COMPLEMENTAIRE (S.R.S.).
- CE COUSSIN D'AIR COMPLETE LA FONCTION DE LA CEINTURE DE CECURITE.
- SI LE TEMOIN SRS S'ALLUME PENDANT LA CONDUITE, ADRESSEZ-VOUS A VOTRE CONSSIONNARIE HONDA OFFICIEL.

SRS SICHERHEITSUGRTE BEI JEDER FAHRT ANLEGEN
- DIESES FAHRZEUG BESITZT JE EINEN AIRBAG FÜR FAHRER UND BEIFAHRER ALS ZUSÄTZLICHES RÜCKHAL TESYSTEM (S.R.S.).
- DAS RÜCKHALTESYSTEM IST EINE ERGÄNZUNG ZUM SICHERHEITSGURT.
- SOLLTE WAHREND DER FAHRT DIE SRS-KONTROLLEUCHTE AUFLEUCHTEN SUCHEN SIE BITTE UNGEHEND EINEN HONDA-HÄNDLER SUF.

SRS DRAAG ALTIJD UW VEILIGHEIDSGORDEL
- DIT VOERTUIG IS UITGERUST MET AIRBAG (SRS) AAN BESTUURDERSZIJDE EN PASSAGIERSZIJDE VOOR EXTRA VEILIGHEID.
- ONTWORPEN ALS EXTRA BESCHERMING NAAST DE VEILIGHEIDSGORDELS.
- ALS HE SRS-WAARSCHUWINGSLAMPJE GAAT BRANDEN ONDER HET RIJDEN, NEEM DAN KONTAKT OP MET EEN HONDA DEALER.

(KE, KQ, KT)

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

(KU)

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED ACURA DEALER.

(KS, KY)

SRS ALWAYS WEAR YOUR SEAT BELT
- THIS CAR IS EQUIPPED WITH A DRIVER AIRBAG AND A FRONT SEAT PASSENGER AIRBAG AS A SUPPLEMENTAL RESTRAINT SYSTEM (S.R.S.).
- IT IS DESIGNED TO SUPPLEMENT THE SEAT BELT.
- IF YOUR SRS INDICATOR LIGHTS WHILE DRIVING SEE YOUR AUTHORIZED HONDA DEALER.

SRS ANVÄND ALLTID BILBÄLTET
- DETTA FORDON ÄR FÖRSETT MED EN LUFTKUDDE FÖR FÖRARSÄTET OCH EN LUFTKUDDE FÖR PASSAGERARSÄTET FRAM SOM ETT KOMPLETTERANDE SKYDDSSYSTEM (S.R.S.).
- DET ÄR ÄMNAT ATT KOMPLETTERA BILBÄLTET.
- OM SRS-INDIKATORN TÄNDS UNDER KÖRNING SKALL DU KONTAKTA EN AUKTORISERAD HONDA-ATERFÖRSÄLJARE.

SRS KÄYTÄ AINA TURVAVYÖTÄ
- TÄMÄ AUTO OM VARUSTETTU AJAJAN ILMATYYNYLLÄ JA ETUMATKUSTAJAN ILMATYYNYLLÄ JOTKA TOIMIVAT YLIMAARAISENÅ TUKIJÄRJESTELMÄNÄ. (S.R.S).
- SE ON SUUNNITELTU TÄYDENTÄMÄÄN TURVAVYÖTÄ.
- JOS SRS-MERKKIVALO SYTTYY AJON AIKANA, OTTAKAA YHTEYS VALTUUTETTUUN HONDA-MYYJÄÄN.

(S.R.S.) استعمل دائما حزام المقعد
- تم تجهيز هذه السيارة بكيس هوائي لوقاية السائق كنظام كبح اضافي (S.R.S.).
- تم تصميمه لتكميل حزام المقعد.
- قبل القيادة، اقرأ البطاقة الموجودة بداخل لوحة التحكم.

I: INFLATOR BAM LABEL (KF, KG, KX, KK only)

AIRBAG GAS GENERATOR UT 11873
MORTON INTERNATIONAL, OGDEN, USA
HERSTELLUNG: (JAHR)
EINFÜHRER: HONDA DEUTSCHLAND
GMBH 6050 OFFENBACH
BAM PT_1-0437

DER GASGENERATOR DARF NUR FÜR INSASSEN-RÜCKHALTESYSTEME MIT LUFTSACK IN KRAFTFAHRZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERATORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

CAUTION CONTAINS FLAMMABLE SOLIDS	THE GAS GENERATOR SHOULD ONLY BE INSTALLED IN VEHICLES EQUIPPED WITH THE AIRBAG SYSTEM. THE GAS GENERATOR IS TO BE INSTALLED AND/OR DISASSEMBLED ONLY BY TRAINED PERSONNEL.
ATTENTION CONTENT DE SOLIDES FLAMMABLES	LE GENERATEUR DE GAZ NE PEUT ETRE INSTALLE QUE SUR DES VEHICULES EQUIPES D'UN SYSTEME AIRBAG LE MONTAGE ET LE DEMONTAGE DU GENERATEUR DE GAZ NE PEUT ETRE EFFECTUE QUE PAR UN PERSONNEL QUALIFIE.

J: PASSENGER MODULE DANGER LABEL (KF, KG, KX, KK)

- DANGER SRS
  EXPLOSIVE/FLAMMABLE
  POISON
- WARNING
  REFER TO THE SHOP MANUAL.
- DANGER
  EXPLOSIF ET INFLAMMABLE
  POISON
- ATTENTION
  SE REPORTER AU MANUEL D'ATELIER.
- GEFAHR
  EXPLOSIV/ENTZÜNDBAR
  GIFT
- WARNUNG
  WERKSTATTHANDBUCH LESEN.
- GEVAAR
  EXPLOSIEGEVAAR/BRANDBAAR
  GIFTIG
- WAARSCHUWING
  LEES HET WERKPLAATSHANDBOEK.

(KS,KY)

- DANGER SRS
  EXPLOSIVE/FLAMMABLE
  POISON
  REFER TO THE SHOP MANUAL.
- WARNING
  REFER TO THE SHOP MANUAL.
- FARLIGT SRS
  EXPLOIVT/LÄTTANTÄNDLIGT
  GIFTIGT
  SE VERKSTADBOKEN.
- ATTENTION
  SE VERKSTADBOKEN.
- VAARA SRS
  HELPOSTI RÄJÄHTÄVÄ/SYTTYVÄ
  MYRKKGIFT
  KATSO TYÖKÄSIKIRJAA
- VAROITUS
  KATSO TYÖKÄSIKIRJAA
- خطر : SRS
  سريع الانفجار/سريع الالتهاب
  سام
  ارجع الى دليل التسويق

(cont'd)

Warning/Caution Label Locations

(cont'd)

J: PASSENGER MODULE DANGER LABEL
(KE, KQ, KT, KU, KN)

⚠ DANGER EXPLOSIVE/FLAMMABLE CONTACT WITH ACID, WATER, OR HEAVY METALS SUCH AS COPPER, LEAD OR MERCURY MAY PRODUCE HARMFUL AND IRRITATING GASES OR EXPLOSIVE COMPOUNDS. STORAGE TEMPERATURES MUST NOT EXCEED 200°F (100°C). FOR PROPER HANDLING, STORAGE AND DISPOSAL PROCEDURE REFER TO SERVICE (SHOP) MANUAL, SRS SUPPLEMENT. POISON CONTAINS POISONOUS SODIUM AZIDE AND POTASSIUM NITRATE. FIRST AID IF CONTENTS ARE SWALLOWED, INDUCE VOMITING. FOR EYE CONTACT, FLUSH EYES WITH WATER FOR 15 MINUTES. IF GASES (FROM ACID OR WATER CONTACT) ARE INHALED, SEEK FRESH AIR, IN EVERY CASE, GET PROMPT MEDICAL ATTENTION. KEEP OUT OF REACH OF CHILDREN.	⚠ DANGER EXPLOSIBLE/INFLAMMABLE TOUT CONTACT AVEC L'ACIDE, L'EAU OU DES METAUX LOURDS COMME LE CUIVRE, LE PLOMB OU LE MERCURE RISQUE DE PRODUIRE DES GAZ NOCIFS ET IRRITANTS OU DES COMPOSES EXPLOSIFTS. LES TEMPERATURES DE RANGEMENT NE DEVRONT PAS DEPASSER 200°F (100°C). POUR LES PROCEDURES DE MANIPULATION, DE RANGEMENT ET DE MISE AU REBUT, VOIR LE SUPPLEMENT SRS DU MANUEL D'ENTRIEN. POISON RENFERME DE L'ACIDE DE SOUDE ET DU NITRATE DE POTASSIUM TOXIQUES. PREMIERS SECOURS SI LE CONTENU EST ABSORBE, INDUIRE UN VOMISSEMENT. EN CAS DE CONTACT AVEC LES YEUX, LAVER A GRANDE EAU PENDANT UN QUART D'HEURE. EN CAS D'INHALATION DES GAZ (PAR CONTACT AVEC L'ACIDE OU L'EAU). ALLER A L'AIR FRAIS. DANS TOUS LE CAS, OBTENIR PROMPTEMENT DES SOINS MEDICAUX. TENIR HORS DE PORTEE DES ENFANTS.
⚠ WARNING THE AIRBAG INFLATOR IS EXPLOSIVE AND, IF ACCIDENTALLY DEPLOYED, CAN SERIOUSLY HURT OR KILL YOU. • DO NOT USE ELECTRICAL TEST EQUIPEMENT OR PROBING DEVICES. THEY CAN CAUSE ACCIDENTAL DEPLOYMENT. • NO SERVICEABLE PARTS INSIDE. DO NOT DISASSEMBLE. • PLACE AIRBAG UPRIGHT WHEN REMOVED. • FOLLOW SERVICE (SHOP) MANUAL INSTRUCTIONS CAREFULLY.	⚠ ATTENTION LE GONFLEUR DE COUSSIN D'AIR EST EXPLOSIBLE ET S'IL SE DEPLOIE ACCIDENTELLEMENT, IL RISQUE DE PROVOQUER DES BLESSURES GRAVES OU DE TUER. • NE PAS UTILISER DE MATERIEL D'ESSAI ELECTRIQUE NI DE SONDE. ILS POURRAIENT PROVOQUER UN DEPLOIEMENT ACCIDENTEL DU COUSSIN D'AIR. • IL N'Y A PAS DE PIECES REPARABLES A L'INTERIEUR. NE PAS DEMONTER. • QUAND ON RETIRE LE COUSSIN D'AIR, LE TENIR A LA VERTICALE. • SUIVRE ATTENTIVEMENT LES INSTRUCTIONS DU MANUEL D'ENTRETIEN.

K: PRETENSIONER ELR CAUTION LABEL

CAUTION
FOLLOW THE INSTRUCTIONS BELOW FOR REMOVAL OF THE PRETENSIONER.
- SHORT COUPLER (RED) IS TO BE INSTALLED IMMEDIATELY WHENEVER COUPLER IS DISASSEMBLED.
- ELECTRIC TESTER SPECIFIED SHALL BE USED FOR CIRCUIT DIAGNOSIS.
- THE ANCHOR BOLT IN THE SHOULDER AREA IS TO BE REMOVED BEFORE THE PRETENSIONER.
- NO DISASSEMBLY OR IMPACT ALLOWED.
- FOR HANDLING, STORAGE, AND DISPOSAL METHOD, REFER TO THE SERVICE (SHOP) MANUAL.

AVIS
SUIVRE LES INSTRUCTIONS CI-DESSOUS POUR ENLEVER LE PRETENSIONER.
- TOUTES LES FOIS QUE LE COUPLER SERA DÉMONTÉ, POSER IMMÉDIATEMENT LE COUPLER COURT (ROUGE).
- UN VÉRIFICATEUR ÉLECTRIQUE PRÉCIS DOIT ETRE UTILISÉ POUR LES CIRCUITS DIAGNOSTIQUES.
- LE BOULON D'ANCRAGE DANS LA PARTIE DE L'ÉPAULE DOIT ETRE ENLEVÉ AVANT LE PRETENSIONER.
- NE PAS DÉMONTER NI PROVOQUER DE CHOC.
- POUR LE MANIEMENT, L'EMMAGASINAGE, ET L'ANNULATION, RÉFÉREZ-VOUS AU SERVICE MANUEL.

L: PRETENSIONER POWER SOURCE CAUTION LABEL

シートベルト プリテンショナー	取り外し、分解禁止、取り扱いはサービスマニュアル参照の事。
SEAT BELT TENSIONER	DO NOT TAMPER. REFER TO SERVICE (SHOP) MANUAL FOR COMPLETE INSTRUCTIONS.
ENROULEUR DE CEINTURE DE SECURITE	NE PAS MODIFIER. CONSULTER LE MANUEL D'ENTRETIEN POUR LES DIRECTIVES COMPLETES.

M: PRETENSIONER POWER SOURCE BAM LABEL (Except KY, KN)

P/T PWR SOURCE-BGO
NIPPON KOKI, SHIRAKAWA JAPAN
HERSTELLUNGSJAHR: 19XX
EINFÜHRER: HONDA DAUTACHLAND
GMBH/OFFENBACH
BAM PT_1-0380
DER GASGENERATOR DARF NUR FÜR INSASSEN-RÜCKHALTESYSTEME MIT GURTSTRAFFEREINHELTEN IN KRAFTFAHRZEUGE MONTIERT WERDEN.
DIE MONTAGE UND DEMONTAGE DES GASGENERATORS DARF NUR VON DAFÜR GESCHULTEM PERSONAL VORGENOMMEN WERDEN.

N: MONITOR NOTICE (KF, KG, KX, KE, KQ, KT, KU, KN, KK)

NOTICE SRS
- NO SERVICEABLE PARTS INSIDE.
- REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

お願い
- 分解しないでください。
- 取扱い、保管はサービスマニュアルを参照してください。

REMARQUE
- AUCUNE PIECE REPARABLE A L'INTERIEUR.
- POUR LES INSTRUCTIONS DETAILL'EES, SE REPORTER AU MANUEL DE REPARATIONS.

LET OP !
- GEEN ONDERDELEN BINNEN DEZE UNIT WAARAAN WERKZAAMHEDEN KUNNEN WORDEN VERRICHT.
- RAADPLEEG HET WERKPLAATSHANDBOEK VOOR NADERE AANWIJZINGEN.

ACHTUNG
- DIE INNENTEILE BEDÜRFEN KEINER WARTUNG.
- AUSFÜHRLICHE ANWEISUNGEN SIND DEM WERKSTATTHANDBUCH ZU ENTNEHMEN.

(KS, KY)

NOTICE
- NO SERVICEABLE PARTS INSIDE.
- REFER TO SERVICE (SHOP) MANUAL FOR DETAILED INSTRUCTIONS.

お願い
- 分解しないでください。
- 取扱い、保管はホンダ サービス マニュアルを参照してください。

OBERVERA
- INGA REPARERBARA DELAR INVÄNDIGT.
- HANVISNING TILL SHOP MANUAL FÖR DETALJERADE ANVISNINGAR.

HUOM!
- SISÄLLÄ EI OLE HUOLLETTAVISSA OLEVIA OSIA.
- KATSO KORJAAMOKÄSIKIRJASTA TARKAT OHJEET.

ملاحظة
- لا توجد اجزاء يمكن صيانتها بالداخل.
- ارجع الى دليل الخدمة لمزيد من التوصيات.

Special Tools

Individual tool lists are located at the front of each section.

Specifications

Standards and Service Limits 3-2
Design Specifications.....3-15
Body Specifications.....3-18

Standards and Service Limits

Cylinder Head/Valve Train — Section 6

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Compression	200 min^{-1} (rpm) and wide-open throttle kPa(kg/cm^2, psi)	Nominal Minimum Maximum variation	1,400 (14.0 , 199) 1,000 (10.0 , 142) 200 (2.0 , 28)	
Cylinder head	Warpage Height		— 99.95 – 100.05 (3.935 – 3.939)	0.05 (0.002) —
Camshaft	End play Camshaft-to-holder oil clearance *Total runout* Cam lobe height	① IN EX ② IN EX	0.05 – 0.15 (0.002 – 0.006) 0.050 – 0.089 (0.0020 – 0.0035) 0.03 (0.001) *max.* 40.118 (1.5794) 37.766 (1.4868) 40.005 (1.5750) 37.766 (1.4868)	0.15 (0.006) 0.10 (0.004) 0.04 (0.002) — — — —
Valve	Valve clearance Valve stem O.D. Stem-to-guide clearance	IN EX IN EX IN EX	0 (0.0) (Hydraulic tappets, Auto-adjuster type) 0 (0.0) (Hydraulic tappets, Auto-adjuster type) 5.480 – 5.490 (0.2157 – 0.2161) 5.450 – 5.460 (0.2146 – 0.2150) 0.02 – 0.05 (0.001 – 0.002) 0.05 – 0.08 (0.002 – 0.003)	— — 5.45 (0.215) 5.42 (0.213) 0.08 (0.003) 0.11 (0.004)
Valve seat	Width *Stem installed height*	IN EX IN EX	1.25 – 1.55 (0.049 – 0.061) 1.25 – 1.55 (0.049 – 0.061) 46.935 – 47.425 (1.8478 – 1.8671) 47.885 – 48.375 (1.8852 – 1.9045)	2.0 (0.08) 2.0 (0.08) 47.625 (1.8750) 48.575 (1.9124)
Valve spring	Free length	IN EX	50.160 (1.9748)*1 50.170 (1.9752)*2 50.360 (1.9827)	— — —
Valve guide	I.D. Installed height	IN and EX IN and EX	5.51 – 5.53 (0.217 – 0.218) 15.75 – 16.25 (0.620 – 0.640)	5.55 (0.219) —
Rocker arm	Arm-to-shaft clearance		0.018 – 0.054 (0.0007 – 0.0021)	0.08 (0.003)

①: C32A1, C32A2 Engines
②: C32A3, C32A4, C32A5 Engines
*1: NIHON HATSUJO manufactured valve spring
*2: CHUO HATSUJO manufactured valve spring

Unit of length: mm (in)

Engine Block — Section 7

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Cylinder block	Warpage of deck surface	0.07 (0.003) max.	0.10 (0.004)
	Bore diameter	90.00—90.02 (3.543—3.544)	90.07 (3.546)
	Bore taper	—	0.05 (0.002)
	Reboring limit	—	0.5 (0.02)
Piston	Skirt O. D. at 17.0 mm (0.67 in) from bottom of skirt		
	No Letter (A)	89.980—89.990 (3.5425—3.5429)	89.970 (3.5421)
	B	89.970—89.980 (3.5421—3.5425)	89.960 (3.5417)
	Clearance in cylinder	0.02—0.04 (0.001—0.002)	0.08 (0.003)
	Groove width (for ring) Top	1.220—1.230 (0.0480—0.0484)	1.250 (0.0492)
	Second	1.220—1.230 (0.0480—0.0484)	1.250 (0.0492)
	Oil	2.805—2.820 (0.1104—0.1110)	2.85 (0.112)
Piston ring	Ring-to-groove clearance Top	0.035—0.060 (0.0014—0.0024)	0.13 (0.005)
	Second	0.030—0.055 (0.0012—0.0022)	0.13 (0.005)
	Ring end gap Top	0.25—0.40 (0.010—0.016)	0.70 (0.028)
	Second	0.40—0.55 (0.016—0.022)	0.85 (0.033)
	Oil	0.20—0.70 (0.008—0.028) *1	0.80 (0.031)
		0.20—0.50 (0.008—0.020) *2	0.80 (0.031)
Piston pin	O. D.	21.994—22.000 (0.8659—0.8661)	—
	Pin-to-piston clearance	0.012—0.024 (0.0005—0.0009)	—
Connecting rod	Pin-to-rod interference	0.013—0.032 (0.0005—0.0013)	—
	Small end bore diameter	21.968—21.981 (0.8649—0.8654)	—
	Large end bore diameter Nominal	57.0 (2.24)	—
	End play installed on crankshaft	0.15—0.30 (0.006—0.012)	—
Crankshaft	Main journal diameter	67.967—68.000 (2.6759—2.6772)	—
	Rod journal diameter	53.970—53.994 (2.1248—2.1257)	—
	Taper	0.005 (0.0002) max.	0.010 (0.0004)
	Out-of-round	0.004 (0.0002) max.	0.010 (0.0004)
	End play	0.10—0.29 (0.004—0.011)	0.45 (0.018)
	Total runout	0.020 (0.0008) max.	0.030 (0.0012)
Bearings	Main bearing-to-journal oil clearance	0.020—0.044 (0.0008—0.0017)	0.05 (0.002)
	Rod bearing-to-journal oil clearance	0.022—0.046 (0.0009—0.0018)	0.05 (0.002)

*1: RIKEN manufactured piston ring
*2: TEIKOKU PISTON RING manufactured piston ring

Engine Lubrication — Section 8

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Engine oil	Capacity ℓ (US qt, Imp qt)	5.3 (5.6 , 4.7) for engine overhaul 4.5 (4.8 , 4.0) for oil change,including filter 4.0 (4.2 , 3.5) for oil change,except filter	
Oil pump	Inner-to-outer rotor radial clearance	0.04—0.16 (0.002—0.006)	0.20 (0.008)
	Housing-to-outer rotor radial clearance	0.10—0.18 (0.004—0.007)	0.20 (0.008)
	Housing-to-rotor axial clearance	0.02—0.07 (0.001—0.003)	0.12 (0.005)
Relief valve	Pressure setting at oil temperature 176°F (80°C)		
	kPa (kg/cm^2, psi) at idle	70 (0.7 , 10.0) min.	
	at 3,000 min^{-1} (rpm)	350 (3.5 , 50) min.	

Standards and Service Limits

Cooling — Section 10

	MEASUREMENT	STANDARD (NEW)
Radiator	Coolant capacity ℓ (US gal, Imp gal) M/T (Including engine, heater, cooling line and reservoir) A/T Reservoir capacity : 0.65 ℓ (0.172 US gal , 0.143 Imp gal)	8.8 (2.32 , 1.94)for overhaul 7.7 (2.03 , 1.69)for coolant change 8.7 (2.30 , 1.91)for overhaul 7.6 (2.01 , 1.67)for coolant change
Radiator cap	Opening pressure kPa (kg/cm², psi)	95−125 (0.95−1.25 , 13.5−18)
Thermostat	Start to open °F (°C) Fully open °F (°C) Valve lift at fully open	169−176 (76−80) 194 (90) 10 (0.4) min.
Radiator fan	Radiator fan control sensor "ON" temperature (LOW) °F (°C) Radiator fan control sensor "OFF" temperature (LOW) °F (°C) Radiator fan control sensor "ON" temperature (HIGH) °F (°C) Radiator fan control sensor "OFF" temperature (HIGH) °F (°C)	183 (84) 172 (78) 194 (90) 183 (84)

Fuel and Emissions — Section 11

	MEASUREMENT	STANDARD (NEW)
Pressure regulator	Pressure with regulator vacuum hose disconnected kPa (kg/cm², psi)	270−320 (2.7−3.2 , 38−46)
Fuel tank	Capacity ℓ (US gal, Imp gal)	68 (18.0 , 15.0)
Engine	*Fast idle speed* min⁻¹ (rpm) at 77 °F (25 °C)	1,500±200
	Idle speed min⁻¹ (rpm) (with headlight and cooling fan off)	M/T 650±50 (neutral) A/T 600±50 (N or P position)
	Idle CO %	With CATA: 0.1 max. Without CATA: 1.0±1.0

Clutch — Section 12

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch pedal	Clutch pedal height to floor Stroke at pedal Total clutch pedal free play (include the pedal play) Pedal play Disengagement height to floor	193.0 (7.60) 139.0 (5.47) 9.0−15.0 (0.35−0.59) 1.0−7.0 (0.04−0.28) 90 (3.5) min.	— — — — —
Flywheel	Clutch surface runout	0.05 (0.002) max.	0.15 (0.006)
Clutch disc	Rivet depth Thickness	1.5 (0.06) min. 9.6−10.3 (0.38−0.41)	0.5 (0.02) 6.8 (0.27)
Pressure plate	Warpage	0.03 (0.001) max.	0.15 (0.006)

Unit of length: mm (in)

Manual Transmission — Section 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil	Capacity ℓ (US qt, Imp qt)	2.6 (2.7 , 2.3) for overhaul 2.3 (2.4 , 2.0) for oil change	
Mainshaft	End play	0.183 – 0.375 (0.0072 – 0.0148)	0.525 (0.0207)
	Diameter of bearing contact area		
	Clutch housing side A	27.977 – 27.990 (1.1015 – 1.1020)	27.930 (1.0996)
	Transmission housing side C	30.987 – 31.000 (1.2200 – 1.2205)	30.940 (1.2181)
	Transmission cover side D	27.987 – 28.000 (1.1018 – 1.1024)	27.937 (1.0999)
	3rd gear B	37.989 – 38.000 (1.4956 – 1.4961)	37.935 (1.4935)
	Runout	0.02 (0.001) max.	0.05 (0.002)
Countershaft	Diameter of bearing contact area		
	Clutch housing side A	33.000 – 33.015 (1.2992 – 1.2998)	32.950 (1.2972)
	Transmission housing side B	31.975 – 31.988 (1.2589 – 1.2594)	31.928 (1.2570)
	Transmission cover side C	27.987 – 28.000 (1.1018 – 1.1024)	27.937 (1.0999)
	Runout	0.02 (0.001) max.	0.05 (0.002)
Reverse gear shaft	Diameter of bearing contact area	19.989 – 20.000 (0.7870 – 0.7874)	19.93 (0.785)
Reverse drive gear	I.D.	25.007 – 25.020 (0.9845 – 0.9850)	25.078 (0.9873)
	Thickness	26.45 – 26.50 (1.041 – 1.043)	26.38 (1.039)
Mainshaft 3rd gear	I.D.	44.009 – 44.025 (1.7326 – 1.7333)	44.080 (1.7354)
	Thickness	31.39 – 31.47 (1.236 – 1.239)	31.32 (1.233)
	End play (when tightening by specified torque)	0.06 – 0.19 (0.002 – 0.007)	0.30 (0.012)
Mainshaft 4th gear	I.D.	44.009 – 44.025 (1.7326 – 1.7333)	44.080 (1.7354)
	Thickness	29.39 – 29.47 (1.157 – 1.160)	29.32 (1.154)
	End play (when tightening by specified torque)	0.06 – 0.19 (0.002 – 0.007)	0.30 (0.012)
Mainshaft 5th gear	I.D.	44.009 – 44.025 (1.7326 – 1.7333)	44.080 (1.7354)
	Thickness	29.39 – 29.47 (1.157 – 1.160)	29.32 (1.154)
	End play (when tightening by specified torque)	0.06 – 0.19 (0.002 – 0.007)	0.30 (0.012)
Distance collar (4th, 5th gear)	I.D.	30.992 – 31.002 (1.2202 – 1.2205)	31.050 (1.2224)
	Diameter of needle bearing contact area	37.989 – 38.000 (1.4956 – 1.4961)	37.940 (1.4937)
	Thickess of needle bearing contact area	29.56 – 29.61 (1.164 – 1.166)	29.54 (1.163)
Countershaft 1st gear	I.D.	53.010 – 53.029 (2.0870 – 2.0878)	53.081 (2.0898)
	Thickness	35.92 – 36.00 (1.414 – 1.417)	35.85 (1.411)
	End play (when tightening by specified torque)	0.04 – 0.10 (0.002 – 0.004)	Adjust
Countershaft 2nd gear	I.D.	53.010 – 53.029 (2.0870 – 2.0878)	53.081 (2.0898)
	Thickness	35.92 – 36.00 (1.414 – 1.417)	35.85 (1.411)
	End play (when tightening by specified torque)	0.04 – 0.10 (0.002 – 0.004)	Adjust

(cont'd)

Standards and Service Limits

Manual Transmission (cont'd) — Sectoin 13

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Spacer collar (countershaft 2nd gear)	I. D. O. D. Thickness A B	37.950—37.960 (1.4941—1.4945) 46.989—47.000 (1.8500—1.8504) 36.07—36.09 (1.420—1.421) 36.03—36.05 (1.419—1.419)	38.008 (1.4964) 46.940 (1.8480) Adjust Adjust
Countershaft reverse gear	O. D. (bearing contact area) Thickness	46.989—47.000 (1.8500—1.8504) 50.45—50.55 (1.986—1.990)	46.94 (1.848) 50.38 (1.983)
Synchro ring	Ring-to-gear clearance (ring pushed against gear)	0.85—1.10 (0.033—0.043)	0.4 (0.02)
Double cone synchro ring	Clearance (ring pushed against gear) Outer synchro ring-to-gear Synchro cone-to-gear Outer synchro ring-to-synchro cone	 0.95—1.68 (0.037—0.066) 0.5—1.0 (0.02—0.04) 0.5—1.0 (0.02—0.04)	 0.6 (0.02) 0.3 (0.01) 0.3 (0.01)
Shift fork 1st/2nd 3rd/4th and 5th	Finger thickness Finger-to-synchro sleeve clearance	7.4—7.6 (0.29—0.30) 0.35—0.65 (0.014—0.026)	— 1.00 (0.039)
Reverse shift fork	Finger thickness Finger-to-reverse synchro sleeve clearance Groove width Fork-to-reverse shift holder clearance	6.4—6.6 (0.25—0.26) 0.35—0.65 (0.014—0.026) 13.20—13.30 (0.520—0.524) 0.20—0.50 (0.008—0.020)	— 1.00 (0.039) — 0.8 (0.03)
Shift fork shaft	Fork-to-shift piece clearance Groove width of the shift piece contact point	0.25—0.55 (0.010—0.022) 12.20—12.40 (0.480—0.488)	0.85 (0.033) —
Shift arm	Diameter (at the contact point with the change piece) Arm-to-change piece clearance Diameter (at the contact point with the shift piece) Arm-to-shift piece clearance	7.90—8.00 (0.311—0.315) 0.10—0.30 (0.004—0.012) 7.90—8.00 (0.311—0.315) 0.10—0.30 (0.004—0.012)	— 0.55 (0.022) — 0.55 (0.022)
Change piece	Groove width of the shift arm contact point	8.10—8.20 (0.319—0.323)	—
Shift piece	Diameter (at the contact point with the shift fork shaft)	11.85—11.95 (0.467—0.470)	—
Reverse shift holder	Diameter (at the contact point with the reverse shift fork) Diameter (at the contact point with the 5th/reverse shift fork shaft) Holder-to-5th/reverse shift fork clearance Holder-to-reverse shift fork clearance	12.80—13.00 (0.504—0.512) 12.80—13.00 (0.504—0.512) 0.20—0.60 (0.008—0.024) 0.20—0.50 (0.008—0.020)	— — 0.8 (0.03) 0.8 (0.03)
Secondary gear	Backlash Preload (starting torque) N·m (kg-m, lb-ft) Diameter of bearing contact area Clutch housing side Transmission housing side Diameter of oil seal contact area Clutch housing side Transmission housing side	0.061—0.121 (0.0024—0.0048) 1.4—2.6 (0.14—0.26 , 1.0—1.9) 55.002—55.021 (2.1654—2.1662) 45.002—45.018 (1.7717—1.7724) 54.894—54.940 (2.1612—2.1630) 44.911—44.950 (1.7681—1.7697)	— Adjust — — — —
Extension shaft	Diameter of oil seal contact area	37.438—37.500 (1.4739—1.4764)	—
Oil pump	Clutch housing-to-outer rotor clearance Inner-to-outer rotor clearance Clutch housing-to-rotor axial clearance	0.03—0.13 (0.001—0.005) 0.14 (0.006) 0.10—0.20 (0.004—0.008)	0.18 (0.007) 0.2 (0.01) 0.22 (0.009)

Unit of length: mm (in)

Automatic Transmission — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission oil fluid	Capacity ℓ (US qt, Imp qt)	8.7 (9.2 , 7.7) for overhaul 3.3 (3.5 , 2.9) for oil change	
Hydraulic pressure kPa (kg/cm², psi)	Line pressure at 2,000 min⁻¹ (rpm) (N or P position)	800 — 860 (8.0 — 8.6 , 114 — 122)	750 (7.5 , 107)
	1st clutch pressure at 2,000 min⁻¹ (rpm) (D4 , D3 or 1 position)		
	2nd clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)	400 (4.0 , 57) throttle fully closed ⋮ 860 (8.6 , 122) throttle more than 1/4 opened	380 (3.8 , 54) throttle fully closed ⋮ 750 (7.5 , 107) throttle more than 1/4 opened
	3rd clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)		
	4th clutch pressure at 2,000 min⁻¹ (rpm) (D4 position)		
	1st-hold clutch pressure at 2,000 min⁻¹ (rpm) (1 or 2 position)	800 — 860 (8.0 — 8.6 , 114 — 122)	750 (7.5 , 107)
	2nd clutch pressure at 2,000 min⁻¹ (rpm) (1 or 2 position)		
	Reverse clutch pressure at 2,000 min⁻¹ (rpm) (R position)	1,190 — 1,270 (11.9 — 12.7 , 169 — 181)	1,150 (11.5 , 164)
	Throttle B pressure Throttle fully closed Throttle fully open	 0 — 15 (0.15 , 2.1) 590 — 640 (5.9 — 6.4 , 84 — 91)	 — —
Stall speed min⁻¹ (rpm)	Check with car on level ground	2,000	1,850 — 2,150
Clutch	Clutch initial clearance 1st-hold	0.70 — 0.90 (0.028 — 0.035)	—
	1st	0.65 — 0.85 (0.026 — 0.033)	—
	2nd, 3rd	0.60 — 0.80 (0.024 — 0.031)	—
	4th	0.50 — 0.70 (0.020 — 0.028)	—
	Reverse	0.75 — 0.95 (0.030 — 0.037)	—
	Clutch return spring free length 1st-hold, 1st, 2nd, 3rd, 4th	33.70 (1.327)	31.70 (1.248)
	Reverse	30.30 (1.193)	28.30 (1.114)
	Clutch disc thickness 1st-hold, 1st, 2nd, Reverse	1.88 — 2.00 (0.074 — 0.079)	Until grooves worn out.
	3rd, 4th	2.28 — 2.40 (0.090 — 0.094)	Until grooves worn out.
	Clutch plate thickness 1st-hold, 1st, 2nd, Reverse	1.95 — 2.05 (0.077 — 0.081)	Discoloration
	3rd, 4th	2.55 — 2.65 (0.100 — 0.104)	⋮
	Clutch end plate thickness Mark 1 (1st, 2nd, 3rd, 4th)	2.05 — 2.10 (0.081 — 0.083)	⋮
	Mark 2	2.15 — 2.20 (0.085 — 0.087)	⋮
	Mark 3	2.25 — 2.30 (0.089 — 0.091)	⋮
	Mark 4	2.35 — 2.40 (0.093 — 0.094)	⋮
	Mark 5	2.45 — 2.50 (0.096 — 0.098)	⋮
	Mark 6	2.55 — 2.60 (0.100 — 0.102)	⋮
	Mark 7	2.65 — 2.70 (0.104 — 0.106)	⋮
	Mark 8	2.75 — 2.80 (0.108 — 0.110)	⋮
	Mark 9	2.85 — 2.90 (0.112 — 0.114)	⋮
	Clutch end plate thickness Mark L1 (1st-hold)	2.05 — 2.10 (0.081 — 0.083)	⋮
	Mark L2	2.15 — 2.20 (0.085 — 0.087)	⋮
	Mark L3	2.25 — 2.30 (0.089 — 0.091)	⋮
	Mark L4	2.35 — 2.40 (0.093 — 0.094)	⋮
	Mark L5	2.45 — 2.50 (0.096 — 0.098)	Discoloration

(cont'd)

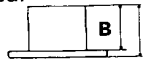
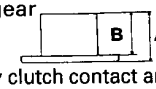
Standards and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Clutch	Clutch end plate thickness (1st-hold) Mark L6	2.55—2.60 (0.100—0.102)	Discoloration
	Mark L7	2.65—2.70 (0.104—0.106)	↕
	Mark L8	2.75—2.80 (0.108—0.110)	↕
	Mark L9	2.85—2.90 (0.112—0.114)	↕
	Clutch end plate thickness (Reverse) Mark R1	4.05—4.10 (0.159—0.161)	↕
	Mark R2	4.15—4.20 (0.163—0.165)	↕
	Mark R3	4.25—4.30 (0.167—0.169)	↕
	Mark R4	4.35—4.40 (0.171—0.173)	↕
	Mark R5	4.45—4.50 (0.175—0.177)	↕
	Mark R6	4.55—4.60 (0.179—0.181)	↕
	Mark R7	4.65—4.70 (0.183—0.185)	↕
	Mark R8	4.75—4.80 (0.187—0.189)	↕
	Mark R9	4.85—4.90 (0.191—0.193)	Discoloration
Valve body	Stator shaft needle bearing contact I.D. (torque converter side)	28.000—28.021 (1.1024—1.1032)	Wear or damage
	Stator shaft needle bearing contact I.D. (oil pump side)	31.000—31.013 (1.2205—1.2210)	—
	Oil pump driven gear I.D.	14.016—14.034 (0.5518—0.5525)	Wear or damage
	Oil pump driven gear shaft O.D.	13.980—13.990 (0.5504—0.5508)	Wear or damage
	Oil pump gear side clearance	0.03—0.05 (0.001—0.002)	0.07 (0.003)
	Oil pump gear-to-body clearance Drive	0.210—0.265 (0.0083—0.0104)	—
	Driven	0.070—0.125 (0.0028—0.0049)	—
Regulator valve body	Sealing ring contact I.D.	37.000—37.025 (1.4567—1.4577)	37.05 (1.459)
Accumulator body	Sealing ring contact I.D.	42.000—42.030 (1.6535—1.6547)	42.05 (1.656)
Shifting device and parking brake control	Parking brake cone	—	Wear or other defect
	Paring brake pawl	—	Wear or other defect
	Parking gear	—	Wear or other defect
Transmission	Mainshaft reverse gear distance collar length	25.95—26.05 (1.022—1.026)	Wear or damage
	2nd clutch thrust washer 29 mm thickness	3.95—4.00 (0.156—0.157)	↕
	Mainshaft 2nd gear collar length A	35.00—35.05 (1.378—1.380)	↕
	B	31.06—31.09 (1.223—1.224)	↕
			↕
	Countershaft reverse gear thrust washer thickness	3.95—4.05 (0.156—0.159)	↕
	Countershaft reverse gear collar length		↕
	A	26.95—27.05 (1.061—1.065)	↕
	B	23.05—23.09 (0.907—0.909)	↕
	Reverse clutch distance collar length	35.45—35.55 (1.396—1.400)	Wear or damage
	Thrust washer (45.5 x 60) thickness (countershaft 2nd gear/parking gear)	1.27—1.30 (0.050—0.051)	—
		1.32—1.35 (0.052—0.053)	—
		1.37—1.40 (0.054—0.055)	—
		1.42—1.45 (0.056—0.057)	—
		1.47—1.50 (0.058—0.059)	—
		1.52—1.55 (0.060—0.061)	—
		1.57—1.60 (0.062—0.063)	—
		1.62—1.65 (0.064—0.065)	—
		1.67—1.70 (0.066—0.067)	—
		1.72—1.75 (0.068—0.069)	—
		1.77—1.80 (0.070—0.071)	—
		1.82—1.85 (0.072—0.073)	—
		1.87—1.90 (0.074—0.075)	—

Unit of length: mm (in)

Automatic Transmission — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	Mainshaft 1st gear thrust washer thickness	3.45—3.55 (0.136—0.140)	Wear or damage
	Mainshaft 1st gear distance collar length	34.05—34.08 (1.341—1.342)	↕
	Mainshaft 1st gear collar length A	33.90—33.97 (1.335—1.337)	
	B	30.05—30.10 (1.183—1.185)	Wear or damage
	4th clutch collar	9.67—9.70 (0.381—0.382)	—
		9.72—9.75 (0.383—0.384)	—
		9.77—9.80 (0.385—0.386)	—
		9.82—9.85 (0.387—0.388)	—
		9.87—9.90 (0.389—0.390)	—
		9.92—9.95 (0.391—0.392)	—
		9.97—10.00 (0.393—0.394)	—
	Countershaft 2nd gear collar length	35.95—36.00 (1.415—1.417)	Wear or damage
	Countershaft 1st gear collar length A	27.95—28.05 (1.100—1.104)	Wear or damage
	 B	23.50—23.55 (0.925—0.927)	Wear or damage
	1st-hold clutch distance collar length	71.97—72.00 (2.833—2.835)	—
		72.02—72.05 (2.835—2.837)	—
		72.07—72.10 (2.837—2.839)	—
		72.12—72.15 (2.839—2.841)	—
		72.17—72.20 (2.841—2.843)	—
		72.22—72.25 (2.843—2.844)	—
		72.27—72.30 (2.845—2.846)	—
		72.32—72.35 (2.847—2.848)	—
		72.37—72.40 (2.849—2.850)	—
		72.42—72.45 (2.851—2.852)	—
		72.47—72.50 (2.853—2.854)	—
	Countershaft 3rd gear collar length A	28.95—29.05 (1.140—1.144)	Wear or damage
	 B	24.02—24.05 (0.946—0.947)	↕
	Diameter of one-way clutch contact area		
	Countershaft 1st gear I. D.	95.764—95.790 (3.7702—3.7713)	
	Countershaft 2nd gear I. D.	86.487—86.513 (3.4050—3.4060)	
	One-way clutch hub O. D.	79.107—79.120 (3.1144—3.1150)	
	Parking gear one-way clutch contact area O. D.	69.833—69.846 (2.7493—2.7498)	
	Feed pipe A O. D.	6.97—6.98 (0.274—0.275)	
	Feed pipe B O. D.	11.47—11.48 (0.452—0.452)	Wear or damage
	Mainshaft and countershaft bushings, 7.0 I. D.	7.018—7.030 (0.2763—0.2768)	7.045 (0.2774)
	Mainshaft and countershaft bushings, 11.5 I.D.	11.500—11.518 (0.4528—0.4535)	11.53 (0.454)
	Mainshaft sealing ring 37 mm thickness	1.980—1.995 (0.0780—0.0785)	1.80 (0.071)
	Countershaft sealing ring 42 mm thickness	1.980—1.995 (0.0780—0.0785)	1.80 (0.071)
	Mainshaft sealing ring groove width	2.025—2.060 (0.0797—0.0811)	2.08 (0.082)
	Countershaft sealing ring groove width	2.025—2.060 (0.0797—0.0811)	2.08 (0.082)
	Diameter of needle bearing contact area		
	Mainshaft-stator shaft	24.980—24.993 (0.9835—0.9840)	Wear or damage
	Mainshaft 3rd gear	53.968—53.984 (2.1247—2.1254)	↕
	Mainshaft 1st gear collar	34.975—34.991 (1.3770—1.3776)	
	Mainshaft 1st gear distance collar	34.975—34.991 (1.3770—1.3776)	
	Mainshaft 2nd gear collar	34.975—34.991 (1.3770—1.3776)	
	Countershaft-torque converter housing	38.505—38.515 (1.5159—1.5163)	
	Countershaft 3rd gear collar	47.975—47.991 (1.8888—1.8894)	
	Countershaft 1st gear collar	38.975—38.991 (1.5344—1.5351)	
	Countershaft 2nd gear collar	38.975—38.991 (1.5344—1.5351)	
	Countershaft reverse gear collar	33.975—33.991 (1.3376—1.3382)	
	Reverse idler gear shaft	13.990—14.000 (0.5508—0.5512)	Wear or damage

(cont'd)

Standards and Service Limits

Automatic Transmission (cont'd) — Section 14

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Transmission (cont'd)	I. D.		
	Mainshaft 4th gear	59.000 – 59.016 (2.3228 – 2.3235)	Wear or damage
	Mainshaft 2nd gear	40.000 – 40.016 (1.5748 – 1.5754)	↕
	Mainshaft 1st gear	39.000 – 39.016 (1.5354 – 1.5361)	↕
	Countershaft 3rd gear	54.000 – 54.016 (2.1260 – 2.1266)	↕
	Countershaft 2nd gear	44.020 – 44.036 (1.7331 – 1.7337)	↕
	Countershaft 1st gear	44.000 – 44.016 (1.7323 – 1.7329)	↕
	Countershaft reverse gear	39.000 – 39.016 (1.5354 – 1.5361)	↕
	Reverse idler gear	18.007 – 18.020 (0.7089 – 0.7094)	Wear or damage
	End play		
	Mainshaft 4th gear	0.03 – 0.18 (0.001 – 0.007)	—
	1st/4th clutch	0 – 0.08 (0 – 0.003)	Adjust with a washer
	Mainshaft 2nd gear	0.06 – 0.16 (0.002 – 0.006)	—
	Mainshaft 1st gear	0.10 – 0.25 (0.004 – 0.010)	—
	Countershaft 3rd gear	0.02 – 0.12 (0.001 – 0.005)	—
	Countershaft 4th gear	0 – 0.08 (0 – 0.003)	Adjust with a washer
	Countershaft 2nd gear	0.07 – 0.15 (0.003 – 0.006)	Adjust with a washer
	Countershaft reverse gear	0.05 – 0.16 (0.002 – 0.006)	—
	Reverse idler gear	0.03 – 0.30 (0.001 – 0.012)	—
	Secondary gear shaft taper roller bearing preload (starting torque) N·m (kg-cm, lb-in)	3.5 – 4.5 (0.35 – 0.45 , 2.5 – 3.3)	—
	Thrust washer 90 mm thickness (torque converter housing side)	0.99 – 1.01 (0.039 – 0.040)	Wear or damage
	Thrust shim 75 mm thickness	1.56 – 1.58 (0.061 – 0.062)	
		1.590 – 1.610 (0.0626 – 0.0634)	
		1.62 – 1.64 (0.064 – 0.065)	
		1.65 – 1.67 (0.065 – 0.066)	
		1.68 – 1.70 (0.066 – 0.067)	
		1.71 – 1.73 (0.067 – 0.068)	
		1.740 – 1.760 (0.0685 – 0.0693)	
		1.770 – 1.790 (0.0697 – 0.0705)	
		1.80 – 1.82 (0.071 – 0.072)	
		1.83 – 1.85 (0.072 – 0.073)	
		1.86 – 1.88 (0.073 – 0.074)	
		1.89 – 1.91 (0.074 – 0.075)	
		1.920 – 1.940 (0.0756 – 0.0764)	
		1.95 – 1.97 (0.077 – 0.078)	
		1.98 – 2.00 (0.078 – 0.079)	
		2.01 – 2.03 (0.079 – 0.080)	
		2.04 – 2.06 (0.080 – 0.081)	
		2.07 – 2.09 (0.081 – 0.082)	
		2.100 – 2.120 (0.0827 – 0.0835)	
		2.13 – 2.15 (0.084 – 0.085)	
		2.16 – 2.18 (0.085 – 0.086)	
		2.19 – 2.21 (0.086 – 0.087)	
		2.22 – 2.24 (0.087 – 0.088)	
		2.250 – 2.270 (0.0886 – 0.0894)	
		2.28 – 2.30 (0.090 – 0.091)	
		2.31 – 2.33 (0.091 – 0.092)	
		2.34 – 2.36 (0.092 – 0.093)	
		2.37 – 2.39 (0.093 – 0.094)	
		2.40 – 2.42 (0.094 – 0.095)	
		2.430 – 2.450 (0.0957 – 0.0965)	

Automatic Transmission — Section 14

Unit of length: mm (in)

	MEASUREMENT	STANDARD (NEW) Wire Dia.	O. D.	Free Length	No. of coils
Spring	One-way ball spring	0.29 (0.011)	4.00 (0.157)	14.00 (0.551)	13.0
	4-3 kick down valve spring	1.10 (0.043)	7.10 (0.280)	51.30 (2.020)	22.5
	Regulator valve spring A	1.80 (0.071)	14.70 (0.579)	85.40 (3.362)	16.5
	Regulator valve spring B	1.70 (0.067)	6.00 (0.236) *	43.00 (1.693)	13.5
	Stator reaction spring	6.50 (0.256)	26.40 (1.039) *	30.30 (1.193)	1.9
	Modulator valve spring	1.50 (0.059)	9.40 (0.370)	30.60 (1.205)	9.9
		1.40 (0.055)	9.40 (0.370)	33.00 (1.299)	10.5
	Torque converter check valve spring	1.10 (0.043)	8.40 (0.331)	41.80 (1.646)	15.7
	Relief valve spring	0.90 (0.035)	8.40 (0.331)	56.50 (2.224)	22.4
	Cooler relief valve spring	1.10 (0.043)	8.40 (0.331)	46.80 (1.843)	17.0
	3-4 orifice control valve spring	1.00 (0.039)	6.60 (0.260)	49.60 (1.953)	26.8
	1-2 shift valve spring	0.90 (0.035)	7.60 (0.299)	55.50 (2.185)	24.0
	2-3, 3-4 shift valve spring	0.80 (0.031)	6.60 (0.260)	42.10 (1.657)	22.0
	4-3 shift timing valve spring	0.70 (0.028)	7.10 (0.280)	35.00 (1.378)	20.4
	1st accumulator spring	2.90 (0.114)	18.00 (0.709)	75.50 (2.972)	11.5
	4th accumulator spring	2.80 (0.110)	16.50 (0.650)	80.80 (3.181)	14.6
	2nd accumulator spring A	3.60 (0.142)	22.0 (0.87)	96.70 (3.807)	13.0
	2nd accumulator spring B	2.00 (0.079)	6.60 (0.260) *	80.00 (3.150)	19.6
	1st-hold accumulator spring	4.00 (0.157)	25.00 (0.984)	68.40 (2.693)	7.2
	3rd accumulator spring	3.20 (0.126)	19.00 (0.748)	78.40 (3.087)	11.1
	Reverse accumulator spring	3.50 (0.138)	18.60 (0.732)	115.50 (4.547)	19.0
	Lock-up shift valve spring	0.90 (0.035)	7.60 (0.299)	73.70 (2.902)	32.0
	Lock-up timing valve spring	0.80 (0.031)	6.60 (0.260)	61.20 (2.409)	38.5
	Lock-up control valve spring	0.70 (0.028)	6.60 (0.260)	36.30 (1.429)	14.1
		0.70 (0.028)	6.60 (0.260)	37.50 (1.476)	24.6
		0.70 (0.028)	6.60 (0.260)	38.50 (1.516)	24.6
	CPC valve spring	1.00 (0.039)	6.80 (0.268)	34.30 (1.350)	14.2

* : I. D.

Standards and Service Limits

Differential — Section 15

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Differential oil	Capacity ℓ (US qt, Imp qt)	1.10 (1.16 , 0.97) for overhaul 1.05 (1.11 , 0.92) for oil change	
Differential carrier	Pinion shaft contact area I. D.	20.000 – 20.021 (0.7874 – 0.7882)	—
	Carrier-to-pinion shaft clearance	0.013 – 0.050 (0.0005 – 0.0020)	0.10 (0.004)
	Drivershaft and intermediate shaft contact area I. D.	32.025 – 32.045 (1.2608 – 1.2616)	—
	Carrier-to-driveshaft clearance	0.045 – 0.086 (0.0018 – 0.0034)	0.120 (0.0047)
	Carrier-to-intermediate shaft clearance	0.080 – 0.116 (0.0031 – 0.0046)	0.120 (0.0047)
Differential pinion gear	Backlash	0.05 – 0.15 (0.002 – 0.006)	0.30 (0.012)
	I. D.	20.042 – 20.066 (0.7891 – 0.7900)	—
	Pinion gear-to-shaft clearance	0.055 – 0.095 (0.0022 – 0.0037)	0.15 (0.006)
Drive pinion gear and ring gear	Backlash At inspection hole	0.06 – 0.14 (0.002 – 0.006)	Adjust
	At ring gear circumference	0.08 – 0.18 (0.003 – 0.007)	Adjust
Drive pinion	Preload (starting toque) N·m (kg-m, lb-ft) M/T New bearing	0.93 – 1.57 (0.093 – 0.157 , 0.7 – 1.1)	Adjust
	M/T Reused bearing	0.72 – 1.21 (0.072 – 0.121 , 0.5 – 0.9)	
	A/T New bearing	1.86 – 2.54 (0.186 – 0.254 , 1.3 – 1.8)	
	A/T Reused bearing	1.45 – 1.95 (0.145 – 0.195 , 1.0 – 1.4)	
Drive pinion and differential unit	Total preload (starting torque) N·m (kg-m, lb-ft) M/T ①	Tp + 0.55 – 0.78 (0.055 – 0.078 , 0.4 – 0.6)	Adjust
	M/T ②	Tp + 0.55 – 0.78 (0.055 – 0.078 , 0.4 – 0.6)	
	M/T ③	Tp + 0.65 – 0.79 (0.065 – 0.079 , 0.5 – 0.6)	
	M/T ④	Tp + 0.65 – 0.79 (0.065 – 0.079 , 0.5 – 0.6)	
	A/T ①	Tp + 1.06 – 1.28 (0.106 – 0.128 , 0.8 – 0.9)	
	A/T ②	Tp + 1.06 – 1.28 (0.106 – 0.128 , 0.8 – 0.9)	
	A/T ③	Tp + 0.96 – 1.09 (0.096 – 0.109 , 0.7 – 0.8)	
	A/T ④	Tp + 0.96 – 1.09 (0.096 – 0.109 , 0.7 – 0.8)	

①: Pinion and ring gear bearings are new
②: Ring gear bearing is new
③: Pinion bearing is new
④: Pinion and ring gear bearings are reused
Tp: Actual measurement of drive pinion preload (Tp should be within the standard spec.)

Steering — Section 17

	MEASUREMENT	STANDARD (NEW)
Steering wheel	Play at steering wheel circumference	0 – 10 (0 – 0.4)
	Starting load at steering wheel circumference N (kg, lbs) Engine stopped	200 (20, 44) max.
	Engine running	30 (3, 6.6) max.
Gearbox	Angle of rack-guide-screw loosened from locked position	20° $^{+5°}_{0°}$
Pump	Pump pressure with shut-off valve closed kPa (kg/cm², psi)	8,000 – 9,000 (80 – 90 , 1,138 – 1,280)
Power steering fluid	Fluid capacity ℓ (US qt, Imp qt) Reservoir	0.5 (0.5 , 0.4)
	System	1.7 (1.8 , 1.5)
Power steering belt *	Deflection with 100 N (10 kg, 22 lbs) between pulleys	11.5 – 13.5 (0.45 – 0.53) with used belt 7.5 – 9.5 (0.30 – 0.37) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge	350 – 550 (35 – 55, 77 – 121) with used belt 700 – 900 (70 – 90, 154 – 198) with new belt

* When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Unit of length: mm (in)

Suspension — Section 18

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Wheel alignment	Camber	Front	0° 00′ ±1°, 0°15′ ±1° *1	—
		Rear	−0°20′±1°, −0°5′ ±1° *1	—
	Caster	Front	3°45′ ±1°, 3°30′ ±1° *1	—
	Total toe	Front	Out 1.0 (0.04) ±2.0 (0.08)	—
		Rear	In 2.0 (0.08) ±2.0 (0.08)	—
	Front wheel turning angle			
	Inward wheel		44°±2°	—
			40°±2° *2	—
	Outward wheel		35°	—
			33° *2	—
	Side slip	Front	Out 1.0 (0.04) ±2.0 (0.08)	—
Wheel	Rim runout	Axial	0 − 0.7 (0 − 0.03)	2.0 (0.08)
		Radial	0 − 0.7 (0 − 0.03)	1.5 (0.06)
Wheel bearing	End play	Front	0 − 0.05 (0 − 0.002)	—
		Rear	0 − 0.05 (0 − 0.002)	—

*1: KY only *2: KF, KG, KX, KE, KS

Brake — Section 19

	MEASUREMENT		STANDARD (NEW)	SERVICE LIMIT
Parking brake lever (LHD)	Play in stroke at 200 N (20 kg, 44 lbs) lever force		To be locked when pulled 8−12 notches	—
Parking brake pedal (RHD)	Play in stroke at 300 N (30 kg, 66 lbs) pedal force		To be locked when pulled 6−8 notches	—
Foot brake pedal	Pedal height (with floor mat removed)		LHD: 213 (8.39) RHD: 210 (8.27)	— —
	Free play		1−5 (1/16−13/64)	—
Master cylinder	Piston-to-pushrod clearance		0 − 0.2 (0 − 0.008)	—
Disc brake	Disc thickness	Front	23.0 (0.91) 28.0 (1.10) *1	21.0 (0.83) 26.0 (1.02) *1
		Rear	9.0 (0.35)	7.5 (0.30)
	Disc runout	Front	—	0.10 (0.004)
		Rear	—	0.10 (0.004)
	Disc parallelism	Front and rear	—	0.015 (0.0006)
	Pad thickness	Front	11.0 (0.43)	1.6 (0.06)
		Rear	9.0 (0.35)	1.6 (0.06)
Parking brake drum*2	I. D.	Rear	170.0 (6.69)	171.0 (6.73)
	Lining thickness	Rear	2.5 (0.10)	1.0 (0.04)

Brake booster	Characteristics at 200 N (20 kg, 44 lbs) pedal force	Line pressure kPa (kg/cm², psi)	
	Type / Vacuum	LHD	RHD
	0 mm (0 in) Hg	700 (7.0 , 100) min.	820 (8.2 , 117) min.
	300 mm (11.8 in) Hg	6,230 (62.3 , 886) min.	6,190 (61.9 , 880) min.
	500 mm (19.7 in) Hg	9,920 (99.2 , 1,411) min.	9,780 (97.8 , 1,391) min.

*1: Dual pot caliper type *2: Rear disc brake with drum parking brake type

Standards and Service Limits

Air Conditioning—Section 22

	MEASUREMENT	STANDARD (NEW)
Air conditioning system	Lubricant type: ND-OIL8P/N38899-PR7-003 (For Refrigerant HFC-134a (R-134a))	
	Lubricant capacity mℓ (fl oz, Imp oz) Condenser	30.0 (1.01 , 1.06)
	Evaporator	60.0 (2.03 , 2.11)
	Line or hose	10.0 (0.34 , 0.35)
	Reservoir	10.0 (0.34 , 0.35)
Compressor	Lubricant type: ND-OIL8P/N38899-PR7-003 (For Refrigerant HFC-134a (R-134a))	
	Lubricant capacity mℓ (fl oz, Imp oz)	140 (4.7 , 4.9)
	Coil resistance at 68 °F (20 °C) Ω	3.4—3.8
	Pulley-to-pressure plate clearance	0.5 (0.02) ±0.15 (0.006)
Compressor belt*	Deflection with 100 N (10 kg, 22 lbs) between pulleys	8.0—10.0 (0.31—0.39) with used belt 5.0—6.5 (0.20—0.26) with new belt
	Belt tension N (kg, lbs) Measured with belt tension gauge	400—600 (40—60, 88—132) with used belt 800—1,000 (80—100, 176—220) with new belt

* When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Electrical— Section 23

	MEASUREMENT	STANDARD (NEW)	SERVICE LIMIT
Ignition coil	Rated voltage V	12	
	Primary winding resistance at 77 °F (25 °C) Ω	1.0±10%	
Spark Plug	Type	Refer to section 23 (Base manual Code No. 62SP000)	
	Electrode gap	1.00—1.10 (0.039—0.043)	1.3 (0.05) *1
Ignition timing	At idle ° BTDC	15±2 (Red)	
Alternator belt*2	Deflection with 100 N (10 kg, 22 lbs) between pulleys	9.5—11.5 (0.37—0.45) with used belt 5.5—7.5 (0.22—0.30) with new belt	
	Belt tension N (kg, lbs) Measured with belt tension gauge	350—550 (35—55, 77—121) with used belt 750—900 (75—90, 165—198) with new belt	
Alternator	Output A at 13.5 V, hot and 6,000 alternator min^{-1} (rpm)	110	—
	Brush length	10.5 (0.41)	3.5 (0.14)
Starting motor (MITUBISHI)	Type/Output kW	Reduction, Permanent magnet / 2.0	—
	Commutator mica depth	0.5—0.8 (0.02—0.03)	0.20 (0.008)
	Commutator runout	0 — 0.05 (0—0.002)	0.10 (0.004)
	Commutator O. D.	31.90—32.10 (1.256—1.264)	31.5 (1.24)
	Brush length	18.0 (0.71)	11.0 (0.43)
	Brush spring tension N (kg, lbs)	29.7—36.3 (2.97—3.63, 6.55—8.00)	—

*1: Do not adjust the electrode gap, replace spark plug if it is out of spec.
*2: When using a new belt, adjust deflection or tension to new values. Run the engine for 5 minutes then turn it off. Readjust deflection or tension to used belt values.

Design Specifications

	ITEM	METRIC (ENGLISH)	NOTES
DIMENSIONS	Overall Length — Except KY	4,950 mm (194.9 in)	
	Overall Length — KY	4,955 mm (195.1 in)	
	Overall Width	1,810 mm (71.3 in)	
	Overall Height	1,410 mm (55.5 in)	
	Wheelbase	2,910 mm (114.6 in)	
	Track Front/Rear — Except KY	1,550 (61.0)/ 1,540 mm (60.6 in)	
	Track Front/Rear — KY	1,545 (60.8)/ 1,535 mm (60.4 in)	
	Seating Capacity	Five	
WEIGHT	Curb Weight — MT	1,590 kg (3,505 lbs)	
	Curb Weight — A/T European type	1,610 kg (3,549 lbs)	
	Curb Weight — KQ	1,625 kg (3,582 lbs)	
	Curb Weight — KY	1,635 kg (3,605 lbs)	
	Curb Weight — KU	1,590 kg (3,505 lbs)	
	Weight Distribution Front/Rear — MT	960 (2,116) / 630 kg (1,389 lbs)	
	Weight Distribution Front/Rear — A/T European type	975 (2,149) / 635 kg (1,400 lbs)	
	Weight Distribution Front/Rear — KQ	970 (2,138) / 655 kg (1,444 lbs)	
	Weight Distribution Front/Rear — KY	970 (2,138) / 665 kg (1,466 lbs)	
	Weight Distribution Front/Rear — KU	960 (2,116) / 630 kg (1,389 lbs)	
	Max. Permissible Weight (for European)	2,150 kg (4,740 lbs)	
	Max. Permissible Axle Weight (for European) — Front	1,100 kg (2,425 lbs)	
	Max. Permissible Axle Weight (for European) — Rear	1,090 kg (2,403 lbs)	
	Max. Loaded Vehicle Weight (ADR)	2,038 kg (4,493 lbs)	
ENGINE	Type	Water-cooled, 4-stroke SOHC gasoline engine	
	Cylinder Arrangement	90° V6-cylinder	
	Bore and Stroke	90.0 x 84.0 mm (3.54 x 3.31 in)	
	Displacement	3,206 cm³ (195.6 cu-in)	
	Compression Ratio	9.6:1 9.0:1 *	* Except European type and KU, KK, KN
	Valve Train	Belt driven, SOHC 4 valves per cylinder	
	Lubrication System	Forced and wet sump, trochoid pump	
	Oil Pump Displacement [At oil temp. 248 °F (120 °C)]	42.3 ℓ (11.18 US gal , 9.31 Imp gal)	at 6,000 pump min⁻¹ (rpm)
	Fuel Required C32A1, C32A2 Engines	PREMIUM UNLEADED gasoline with research octane number of 95 or higher	European type and KU, KK, KN
	C32A3 Engine	UNLEADED gasoline with research octane number of 91 or higher	KQ
	C32A4, C32A5 Engines	LEADED gasoline with research octane number of 91 or higher	KY,KT, KW Unleaded gasoline with R. O. N. of 91 or higher may also be used.
	Water Pump Displacement [At coolant temp. 77 °F (25 °C)]	178 ℓ (47.0 US gal , 39.2 Imp gal)	at 5,760 pump min⁻¹ (rpm)
STARTER	Type/Make	Gear reduction, permanent magnet/ MITUBISHI	
	Normal Output	2.0 kW	
	Nominal Voltage	12 V	
	Hour Rating	30 seconds	
	Direction of Rotation	Clockwise as viewed from gear end	
	Weight	5.2 kg (11.5 lbs)	

Design Specifications

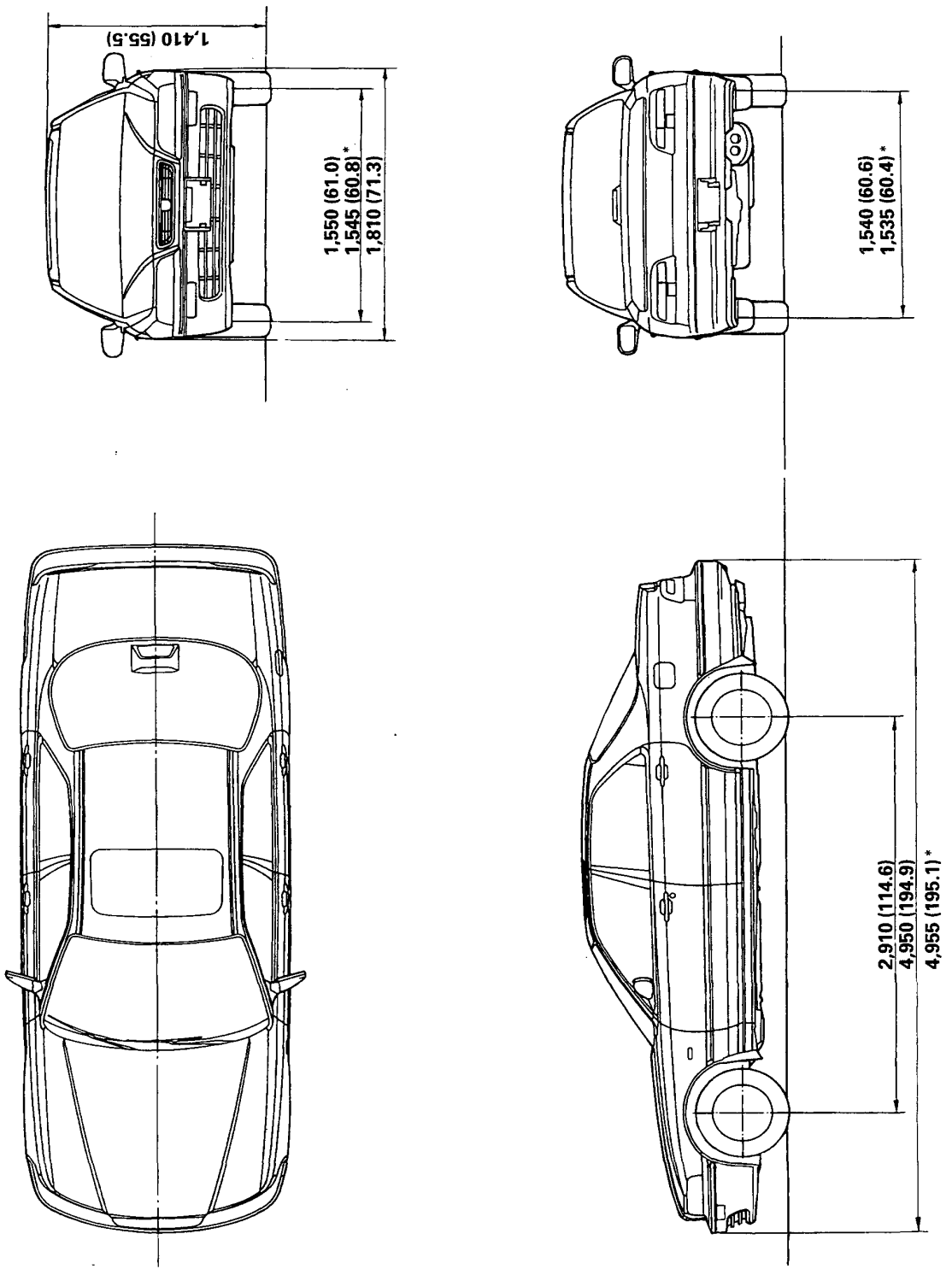
	ITEM		METRIC (ENGLISH)		NOTES
CLUTCH	Type	M/T	Single plate dry, diaphragm spring		
		A/T	Torque converter		
	Facing Area	M/T	251 cm² (39 sq-in)		
TRANSMISSION	Type	M/T	Synchronized 5-speed forward, 1 reverse		
		A/T	Electronically controlled 4-speed automatic, 1 reverse		
	Primary Reduction		Direct 1 : 1		
			Manual	Automatic	*1: KW *2: KQ, KW and KY *3: European type and KU and KK
	Gear Ratio	1st	2.937	2.458 / 2.476 *2	
		2nd	1.692	1.454 / 1.451 *2	
		3rd	1.151 / 1.060*1	0.973 / 0.948 *3	
		4th	0.868 / 0.769*1	0.630 / 0.688 *3	
		5th	0.682 / 0.581*1	—	
		Reverse	3.186	1.826 / 1.809 *2	
	Secondary Reduction Gear	Type	Single helical gear		
		Ratio	1.433	1.394 / 1.333 *3	
	Final Reduction Gear	Type	Spiral bevel gear		
		Ratio	3.133	3.133	
AIR CONDITIONING	Cooling Capacity		4,900K cal/h (19,443 BTU/h)		
	Compressor	Type/Make	Swash-plate / NIPPONDENSO		
		No. of Clylinder	10		
		Capacity	207.4 cm³/rev (12.7 cu-in/rev)		
		Max. Speed	7,600 min⁻¹ (rpm)		
		Lubricant Type	ND-OIL8		
		Lubricant Capacity	140 cc (4.7 US oz , 4.9 Imp oz)		
	Condenser	Type	Corrugated fin type		
	Evaporator	Type	Corrugated fin type		
	Blower	Type	Sirocco fan		
		Motor Input	200 W/12 V		
		Speed Control	Infinite variable		
		Max. Capacity	480 m³/h (16,954 cu-ft/h)		at 13.5 V
	Temp. control		Air-mix type		
	Compressor	Type	Dry, single plate, poly-V-belt drive		
		Power Consumption	40 W/12 V		
	Refrigerant	Type	HFC-134a (R-134a)		
		Quantity	700 g (24.7 oz) $^{0}_{-50\ g\ (1.8\ oz)}$		
STEERING SYSTEM	Type		Power assisted, rack and pinion		
	Overall Ratio		17.95		
	Turns, lock-to-Lock		3.64		
	Steering Wheel Diameter		390 mm (15.4 in)		

	ITEM	METRIC (ENGLISH)	NOTES
SUSPENSION	Type Front	Independent double wishbone, coil spring with stabilizer	
	Rear	Independent double wishbone, coil spring with stabilizer	
	Shock Absorber Front and Rear	Telescopic, hydraulic nitrogen gas-filled	
WHEEL ALIGNMENT	Camber Front	0°, 0°15′ *	* KY
	Rear	−0°20′, −0°5′ *	
	Caster	3°45′, 3°30′ *	
	Total Toe Front	Out 1.0 mm (0.04 in)	
	Rear	In 2.0 mm (0.08 in)	
BRAKE SYSTEM	Type Front	Power assisted self-adjusting ventillated disc	
	Rear	Power assisted self-adjusting solid disc with parking brake drum	
	Pad and Lining Surface Area: Front	58.0 cm^2(8.99 sq-in)	
	Rear	28.0 cm^2(4.34 sq-in) [49.0 cm^2(7.60 sq-in)]	[ ]: Parking brake
	Parking Brake Type	Mechanical expanding drums, rear two wheels	
TYRE	Size and Pressure	See tyre information label on driver's doorjamb.	
ELECTRICAL	Battery	12 V−72 AH/20 HR 12 V−65 AH/20 HR*5	
	Starter	12 V−2.0 kW	
	Alternator	12 V−110 A	
	Fuses In The Under-dash Fuse/Relay Box	7.5 A, 10 A, 15 A, 20 A, 30 A	
	In The Under-hood Fuse/Relay Box	7.5 A, 10 A, 15 A, 20 A, 30 A, 40 A, 50 A, 120 A	
	Headlights (Low/High)	12 V−55/60 W, 12 V−51/60 (55/65)W*1	
	Front Turn Signal Lights	12 V−21 W, 12 V−45 CP *1	
	Front Position Lights	12 V−5 W	
	Side Turn Signal Lights	12 V−5 W *2	
	Rear Turn Signal Lights	12 V−21 W*2, 12 V−45 CP	
	Brake/Taillights*1	12 V−32/2 CP	
	Brake Lights*2	12 V−21 W	
	Taillights	12 V−5W, 12 V−4 CP *1	
	Side Marker Lights Front	12 V−5 W	
	Rear	12 V−3 CP	
	Backup Lights	12 V−21 W, 12 V−32 CP *1	
	Rear Fog Light*3	12 V−21 W	
	High Mount Brake Light*4	12 V−45 CP	
	License Plate Lights	12 V−5 W, 12 V−8 W *1	
	Gauge Lights	12 V−3.0 W, 1.4 W	
	Indicator Lights	12 V−1.12 W, 1.4 W	
	Warning Lights	12 V−1.4 W	
	Interior Light	12 V−5 W	
	Vanity Mirror Light	12 V−1.6 W	
	Boot Lights	12 V−3.4 W	
	Door Courtesy Lights	12 V−3.4 W	
	Illumination and Pilot Lights	12 V−1.4 W, 1.12 W, 0.84 W, 0.91 W, 0.56 W, LED	
	Heater Illumination Light (Manual A/C)	12 V−1.4 W	
	Spot Light Front and rear	12 V−5 W	

*1 KY, KW, KN *2 Except KY, KW, KN *3 European type, KU and KK *4 Except European type, KU and KK
*5 KM only

Body Specifications

Unit: mm (in)



Maintenance

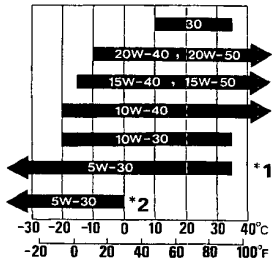
Lubrication Points.....4-2
Maintenance Schedule.....4-4

Lubrication Points

For the details of lubrication points and types of lubricants to be applied, refer to the Illustrated Index and various work procedures (such as Assembly/Reassembly, Replacement, Overhaul, Installation, etc.) contained in each section.

No.	LUBRICATION POINTS		LUBRICANT
1	Engine		API Service Grade: SF, SG or SH fuel efficient oil SAE Viscosity: See chart below
2	Transmission	Manual	API Service Grade: SF or SG SAE Viscosity: 10 W−30 or 10 W−40
		Automatic	Honda Premium Formula or DEXRON® II Automatic transmission fluid (ATF)
3	Brake Line		Brake fluid DOT3 or DOT4
4	Clutch Line		Brake fluid DOT3 or DOT4
5	Power steering gearbox		Steering grease P/N 08733−B070E
6	Shift lever pivots (Manual transmission)		Grease with molybdenum disulfide
7	Release fork (Manual transmission)		Urea Grease UM264 P/N 41211−PY5−305
8 9 10 11 12 13 14 15 16 17 18 19 20 21	Steering boots Throttle cable end Steering ball joints Select lever (Automatic transmission) Pedal linkage Intermediate shaft Brake master cylinder pushrod Trunk hinges Door hinges upper and lower Door opening detents Fuel fill lid Hood hinges and hood latch Clutch master cylinder pushrod (Manual transmission) Change rod joint (Manual transmission)		Multi-purpose grease
22	Caliper Piston seal, Dust seal, Caliper pin, Piston		Silicone grease
23	Power steering system		Honda power steering fluid-V
24	Differential		Differential oil Hypoid gear oil API classified GL4 or GL5 Viscosity: SAE90: above −18 °C (0 °F) SAE 80 W90: below −18 °C (0 °F)
25	Air conditioning compressor		Compressor oil: ND-OIL8 P/N 38899−PR7−003 (For Refrigerant: HFC-134a (R-134a))

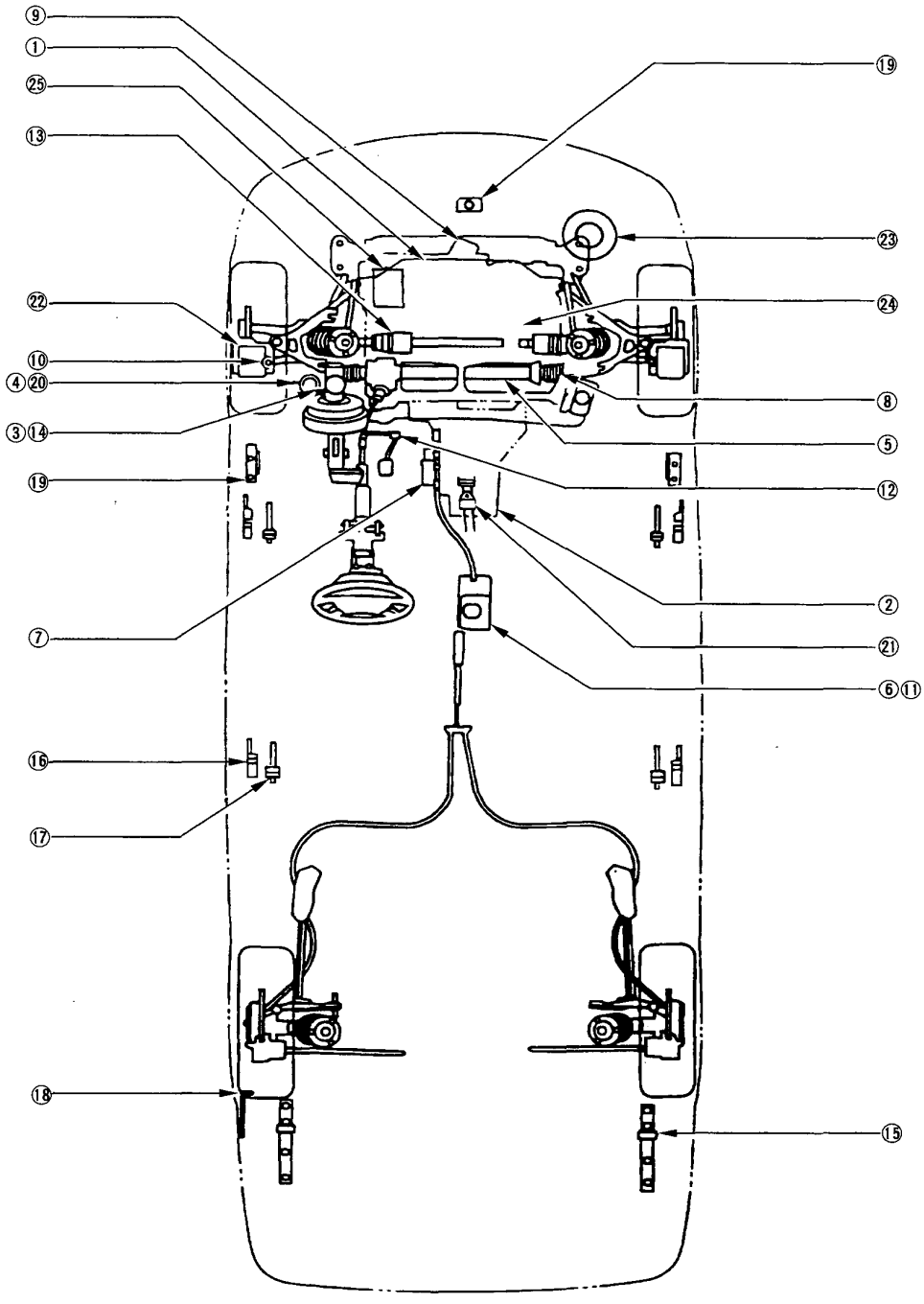
Recommended Engine Oil
API Service Grade: SF, SG or SH fuel efficient oil.
Select the oil for the car according to this chart.



Ambient temperature ranges

*1: For cars with catalytic converter
*2: For cars without catalytic converter

CAUTION:
Used engine oil may causes skin cancer if repeatedly left in contact with the skin for prolonged periods. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.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Maintenance Schedule

R=Replace I=Inspect After inspection, clean, adjust, fill up, repair or replace if necessary.

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.		x 1,000 km	20	40	60	80	100	120	140	160	180	200
		x 1,000 miles	12	24	36	48	60	72	84	96	108	120
		months	12	24	36	48	60	72	84	96	108	120
● Engine oil and oil filter	For European models		Replace every 10,000 km (6,000 miles) or 12 months									
	For other than European models		Replace every 10,000 km (6,000 miles) or 6 months									
● Transmission oil	For European models				R			R			R	
	For other than European models			R		R		R		R		R
Front differential oil	For European models				R			R			R	
	For other than European models			R		R		R		R		R
Belt tension and conditions (Alternator, Power steering, A/C compressor)				I		I		I		I		I
Timing belt							R					R
Water pump							I					I
Cooling system hoses and connections				I		I		I		I		I
● Engine coolant						R		R		R		R
Spark plugs	For cars with catalytic converter						R*1					R*1
	For cars without catalytic converter		R	R	R	R	R	R	R	R	R	R
Ignition timing (For other than European models)				I		I		I		I		I
Air cleaner element	For cars with catalytic converter			R		R		R		R		R
	For cars without catalytic converter		R	R	R	R	R	R	R	R	R	R
Tank, fuel lines and connections				I		I		I		I		I
Fuel filter				R		R		R		R		R
Positive crankcase ventilation valve							I					I
Idle speed and idle CO			I*2	I*2	I*2	I*2	I	I	I	I	I	I
EGR system (For cars without catalytic converter)				I		I		I		I		I
EGR filter (For cars without catalytic converter)						R				R		
Evaporative emission control system (For other than European models)							I					I

- Day to day care (engine oil, ATF and coolant level) should be done practically according to the owner's manual by the customer.

*1 : Replace every 6 years or 100,000 km (60,000 miles), whichever comes first.

*2 : For KS model, recommended by manufacturer only: except for KS model, it is required.

R=Replace I=Inspect After inspection, clean, adjust, fill up, repair or replace if necessary.

Service at the interval listed x 1,000 km (or miles) or after that number of months, whichever comes first.	x 1,000 km	20	40	60	80	100	120	140	160	180	200
	x 1,000 miles	12	24	36	48	60	72	84	96	108	120
	months	12	24	36	48	60	72	84	96	108	120
Front brake pads		Inspect every 10,000 km (6,000 miles) or 12 months									
Front brake discs and calipers		I	I	I	I	I	I	I	I	I	I
Rear brake discs, calipers and pads			I		I		I		I		I
Parking brake drums and linings			I		I		I		I		I
Parking brake operation		I	I		I		I		I		I
Brake fluid (Including ABS)			R		R		R		R		R
Brake hoses and lines		I	I	I	I	I	I	I	I	I	I
Anti-lock brake system operation		I	I		I		I		I		I
Anti-lock brake system high pressure hose					R				R		
Exhaust system and condition		I	I	I	I	I	I	I	I	I	I
Catalytic converter heat shield (For cars with catalytic converter)						I					I
Suspension components		I	I	I	I	I	I	I	I	I	I
Steering function, tie-rod ends, gear box and boots		I	I		I		I		I		I
Power steering function, hoses and connections		I	I	I	I	I	I	I	I	I	I
All fluid levels		Inspect every 10,000 km (6,000 miles) or 12 months									
Battery condition		I	I	I	I	I	I	I	I	I	I
Tires condition, wear and pressure (Including spare)		Inspect every 10,000 km (6,000 miles) or 12 months									
Lights operation and headlight beam		Inspect every 10,000 km (6,000 miles) or 12 months									
Paint damages and body work		I	I	I	I	I	I	I	I	I	I
Test drive (Noise, stability, dashboard operations)		I	I	I	I	I	I	I	I	I	I
Cleanliness of controls, door handles etc		Inspect after every service									
Supplemental Restraint System		Inspect system 10 years after first registration									

(cont'd)

Maintenance Schedule

(cont'd)

Severe Driving Conditions
The following items must be serviced more frequently on cars normally used under severe driving conditions. Refer to the chart below for the appropriate maintenance intervals.

Severe driving conditions include:
A : Repeated short distance driving.
B : Driving in dusty conditions.
C : Driving in severe cold weather.
D : Driving in areas using road salt or other corrosive materials.
E : Driving on rough and/or muddy roads.
F : Towing a trailer.

R=Replace C=Clean I=Inspect After inspection, clean, adjust, fill up, repair or replace if necessary.

Condition	Maintenance		Operation	Interval
A B · · · F	Engine oil and oil filter	For European models	R	Every 5,000 km (3,000 miles) or 6 months
		For other than European models	R	Every 5,000 km (3,000 miles) or 3 months
· · · · · F	Transmission oil		R	Every 20,000 km (12,000 miles) or 12 months
· · · · · F	Front differential oil		R	Every 20,000 km (12,000 miles) or 12 months
· B · · E ·	Air cleaner element	For cars with catalytic converter	C	Every 20,000 km (12,000 miles) or 12 months
			R	Every 40,000 km (24,000 miles) or 24 months
		For cars without catalytic converter	C	Every 10,000 km (6,000 miles) or 6 months
			R	Every 20,000 km (12,000 miles) or 12 months
A B · D E F	Front brake discs and calipers		I	Every 10,000 km (6,000 miles) or 6 months
A B · D E F	Rear brake discs, calipers and pads		I	Every 20,000 km (12,000 miles) or 12 months
· B C · E ·	Power steering system		I	Every 10,000 km (6,000 miles) or 6 months

Engine

NOTE:
The C32A1 engine has been added for KN model. For the service procedures, refer to the procedures for C32A2 engine.
Refer to Shop Manual 62SP000, 62SP020, 62SP021 and 62SP022 for the items not shown in this section.
For the service data, refer to the specifications in section 3 of this manual.

Fuel and Emissions

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System Description

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Electrical Connections 11-4

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PGM-FI System

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Idle Control System

Idle Speed Setting (C32A2 engine KK model) 11-14

Emission Control System

System Description (C32A2 engine KK model) 11-15

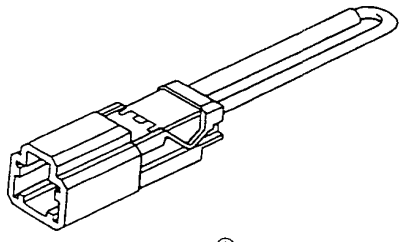
Tailpipe Emission (C32A2 engine KK model) 11-15

Outline of Model Changes

- C32A1 engine has been added for KN model, refer to base Shop Manuals C32A2 engine (P/N: 62SP000, 62SP020, 62SP021, 62SP022) and changed following:
  - System Description
  - Self-diagnostic Procedures
- C32A2 engine has been added for KK model, refor to base Shop Manuals C32A2 engine (P/N: 62SP000, 62SP020, 62SP021, 62SP022) and changed following:
  - Idle Speed Setting
  - Emission Control System

Special Tool

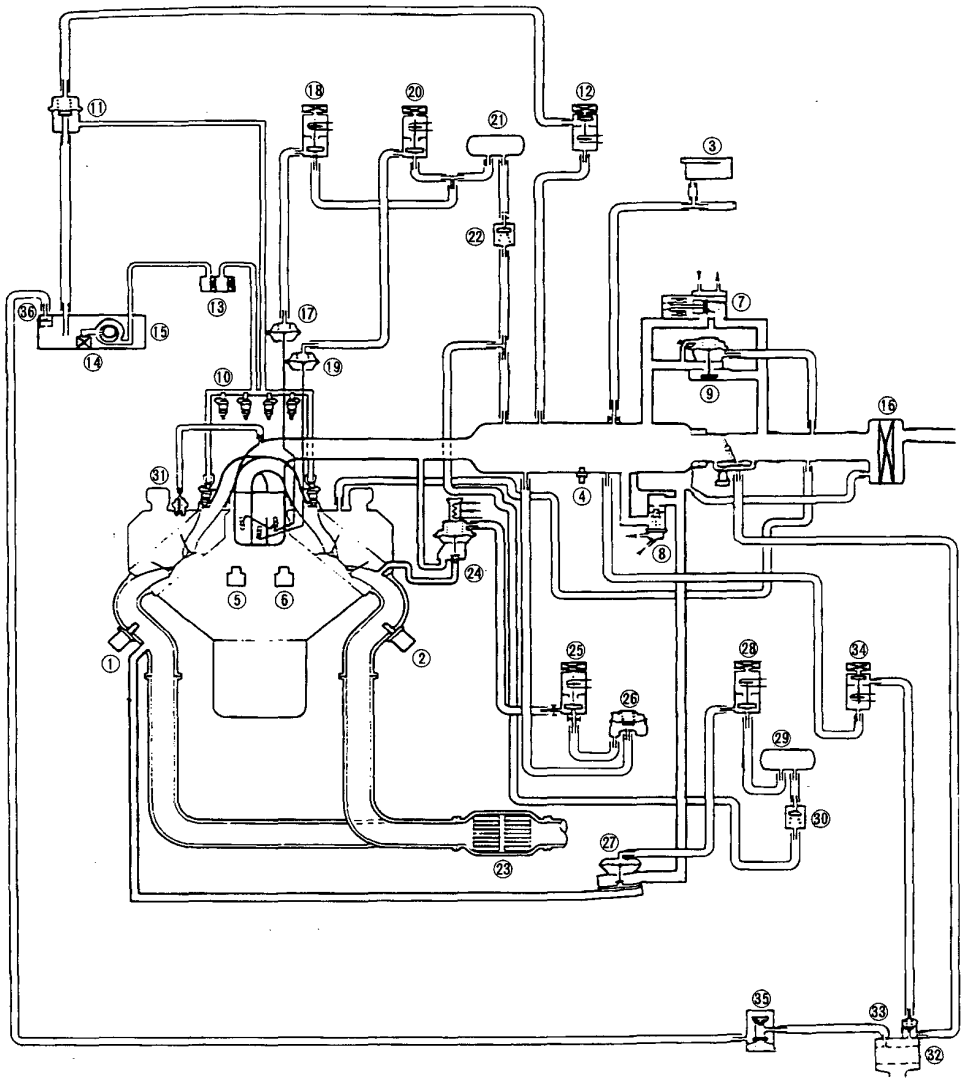
Ref. No.	Tool Number	Description	Qty	Remark
①	07PAZ—0010100	SCS Short Connector	1	



①

System Description

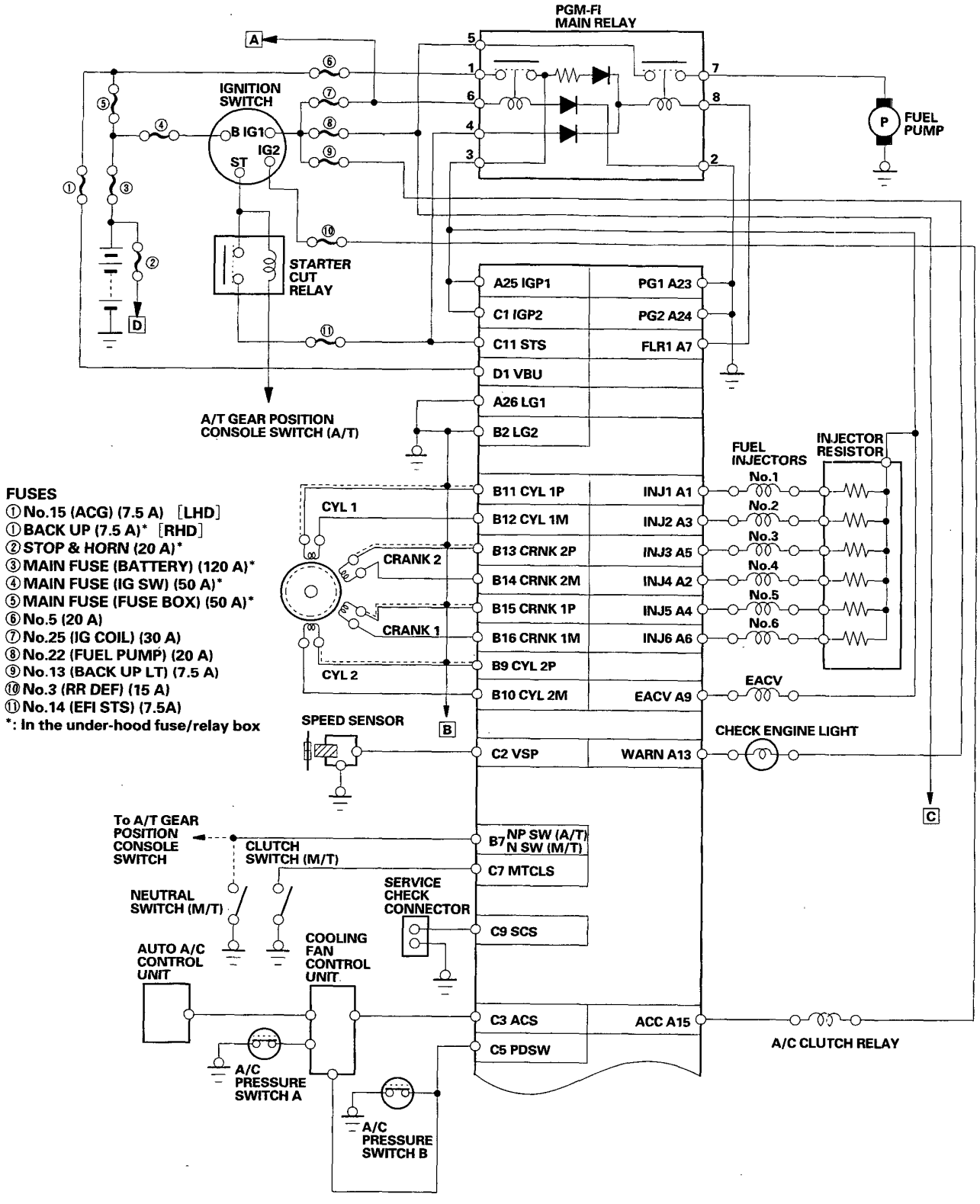
Vacuum Connections (C32A1 engine KN model)



① LEFT OXYGEN (O_2) SENSOR
② RIGHT OXYGEN (O_2) SENSOR
③ MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR
④ INTAKE AIR TEMPERATURE (TA) SENSOR
⑤ LEFT KNOCK SENSOR
⑥ RIGHT KNOCK SENSOR
⑦ ELECTRONIC AIR CONTROL VALVE (EACV)
⑧ FAST IDLE VALVE
⑨ AIR BOOST VALVE
⑩ FUEL INJECTOR
⑪ PRESSURE REGULATOR
⑫ PRESSURE REGULATOR CONTROL SOLENOID VALVE
⑬ FUEL FILTER
⑭ FUEL PUMP
⑮ FUEL TANK
⑯ AIR CLEANER
⑰ BYPASS LOW CONTROL DIAPHRAGM
⑱ BYPASS LOW CONTROL SOLENOID VALVE
⑲ BYPASS HIGH CONTROL DIAPHRAGM
⑳ BYPASS HIGH CONTROL SOLENOID VALVE
㉑ VACUUM TANK A
㉒ CHECK VALVE
㉓ CATALYTIC CONVERTER
㉔ EGR VALVE
㉕ EGR CONTROL SOLENOID VALVE
㉖ CONSTANT VACUUM CONTROL (CVC) VALVE
㉗ AIR SUCTION VALVE
㉘ AIR SUCTION CONTROL SOLENOID VALVE
㉙ VACUUM TANK B
㉚ CHECK VALVE
㉛ PCV VALVE
㉜ CHARCOAL CANISTER
㉝ PURGE CONTROL DIAPHRAGM VALVE
㉞ PURGE CONTROL SOLENOID VALVE
㉟ TWO-WAY VALVE
㊱ FUEL CUT VALVE

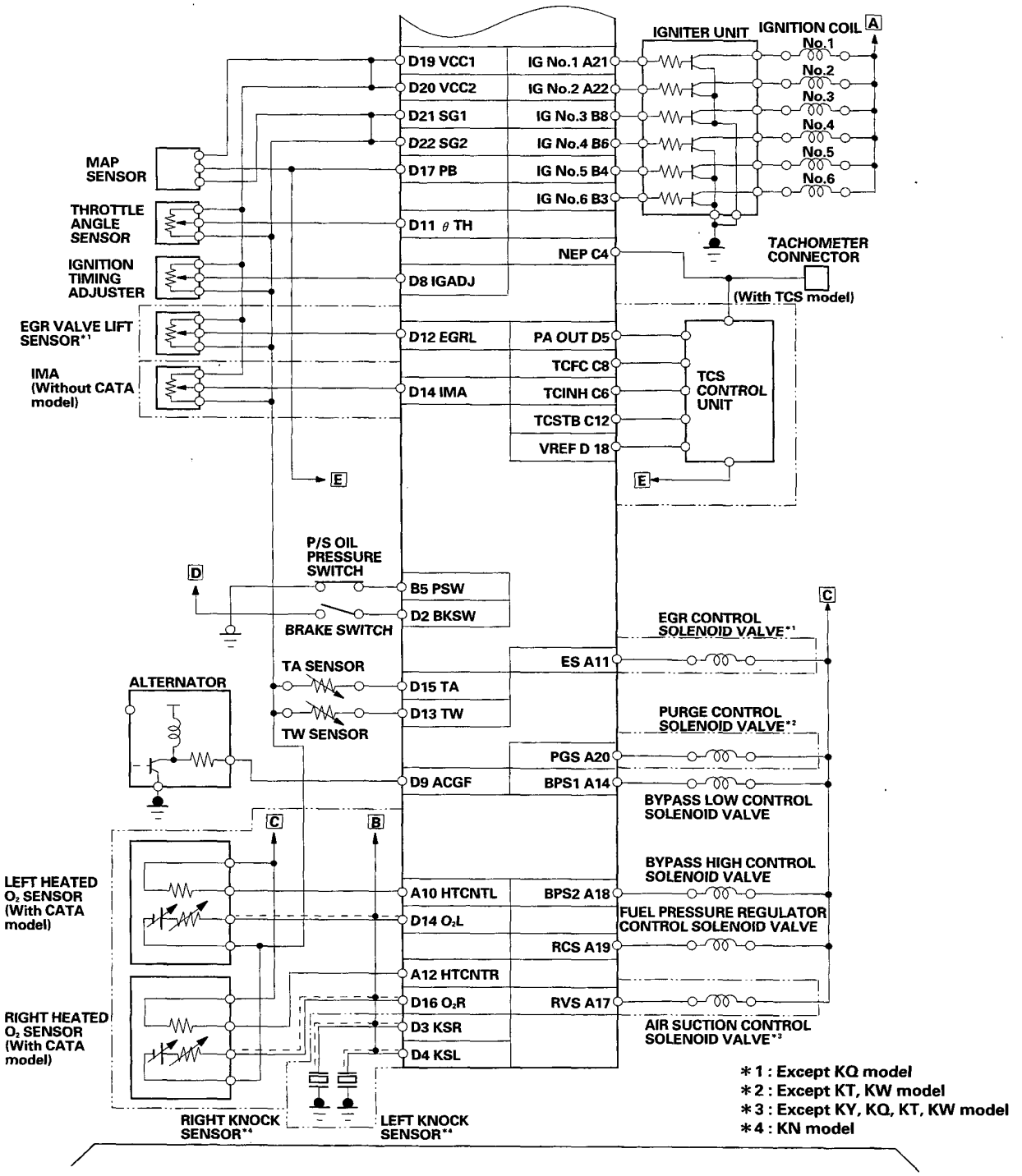
System Description

Electrical Connections



FUSES

① No.15 (ACG) (7.5 A) [LHD]
① BACK UP (7.5 A)* [RHD]
② STOP & HORN (20 A)*
③ MAIN FUSE (BATTERY) (120 A)*
④ MAIN FUSE (IG SW) (50 A)*
⑤ MAIN FUSE (FUSE BOX) (50 A)*
⑥ No.5 (20 A)
⑦ No.25 (IG COIL) (30 A)
⑧ No.22 (FUEL PUMP) (20 A)
⑨ No.13 (BACK UP LT) (7.5 A)
⑩ No.3 (RR DEF) (15 A)
⑪ No.14 (EFI STS) (7.5A)
*: In the under-hood fuse/relay box



TERMINAL LOCATION

Troubleshooting

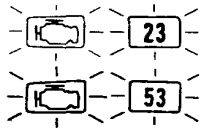
Self-diagnostic Procedures

When the Check Engine Light has been reported on, refer to base Shop Manuals (P/N: 62SP000, 62SP020, 62SP021, 62SP022) and check the code.

SELF-DIAGNOSIS INDICATOR BLINKS	SYSTEM INDICATED	PAGE
0	ECU	—
1	LEFT OXYGEN SENSOR (With CATA model)	—
2	RIGHT OXYGEN SENSOR (With CATA model)	—
3	MANIFOLD ABSOLUTE PRESSURE (MAP) SENSOR	—
5		
4	CRANK ANGLE 1 SENSOR	—
6	COOLANT TEMPERATURE (TW) SENSOR	—
7	THROTTLE ANGLE SENSOR	—
9	No. 1 CYLINDER POSITION 1 (CYL) SENSOR	—
10	INTAKE AIR TEMPERATURE (TA) SENSOR	—
11	IDLE MIXTURE ADJUSTMENT (IMA) (Without CATA model)	—
12	EXHAUST GAS RECIRCULATION (EGR) SYSTEM (Except KQ model)	—
13	ATMOSPHERIC PRESSURE (PA) SENSOR	—
14	ELECTRONIC AIR CONTROL VALVE (EACV)	—
15	IGNITION OUTPUT SIGNAL	—
16	FUEL INJECTOR (KN model)	11-11
17	VEHICLE SPEED SENSOR	—
18	IGNITION TIMING ADJUSTMENT	—
23	LEFT KNOCK SENSOR (KN model)	11-7
35	TC STB SIGNAL (With TCS model)	—
36	TCFC SIGNAL (With TCS model)	—
41	LEFT OXYGEN SENSOR HEATER (With CATA model)	—
42	RIGHT OXYGEN SENSOR HEATER (With CATA model)	—
43	LEFT FUEL SUPPLY SYSTEM (With CATA model)	—
44	RIGHT FUEL SUPPLY SYSTEM (With CATA model)	—
45	LEFT FUEL METERING (KN model)	11-9
46	RIGHT FUEL METERING (KN model)	11-9
53	RIGHT KNOCK SENSOR (KN model)	11-7
54	CRANK ANGLE 2 SENSOR	—
59	No.1 CYLINDER POSITION 2 (CYL) SENSOR	—

- If codes other than those listed above are indicated, verify the code. If the code indicated is not listed above, replace the ECU.
- For reference pages not listed with the respective Self-Diagnosis Indicator Blinks, refer to base Shop Manuals.
- The Check Engine Light may come on, indicating a system problem when, in fact, there is a poor or intermittent electrical connection. First, check the electrical connections, clean or repair connections if necessary.
- The Check Engine Light and D_4 indicator light may come on simultaneously when the self-diagnosis indicator blinks 6, 7 or 17. Check the PGM-FI system according to the PGM-FI control system troubleshooting, then recheck the D_4 indicator light.
- The Check Engine Light and TCS indicator light may come on simultaneously when the code blinks 3, 5, 6, 13, 15, 17, 35 and 36. Check the PGM-FI system according to the PGM-FI system troubleshooting, then recheck the TCS indicator light.

Knock Sensors (C32A1 engine KN model)



Self-diagnosis Check Engine Light indicates code 23: A problem in the Left Knock Sensor circuit.

Self-diagnosis Check Engine Light indicates code 53: A problem in the Right Knock Sensor circuit.

–The Check Engine Light has been reported on.
–With the SCS short connector connected, code 23 and/or 53 are indicated.

Do the ECU Reset Procedure.

Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load until the radiator fan comes on, then let it idle.

Hold engine at 3,000–4,000 rpm (min^{-1}) for 10 seconds. (A/T: Transmission in [N] or [P] position)

Is the Check Engine Light on and does it indicate code 23 and/or 53?

NO → **Intermittent failure, system is OK at this time (test drive may be necessary). Check for poor connections or loose wires between knock sensor and ECU.**

YES

Turn the ignition switch OFF.

Connect the test harness to the engine wire harness only, not to the ECU.

Disconnect the knock sensor connector from the knock sensor.

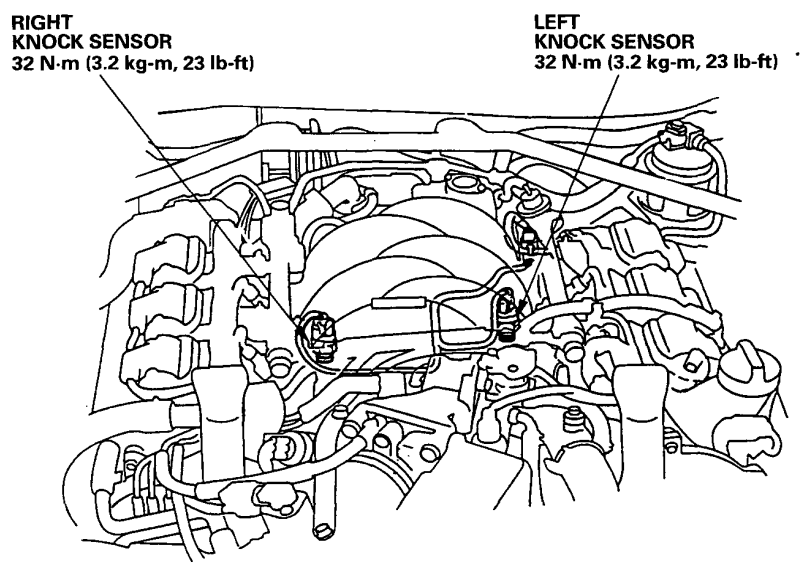
Check for continuity between D3*1 or D4 terminal and body ground.

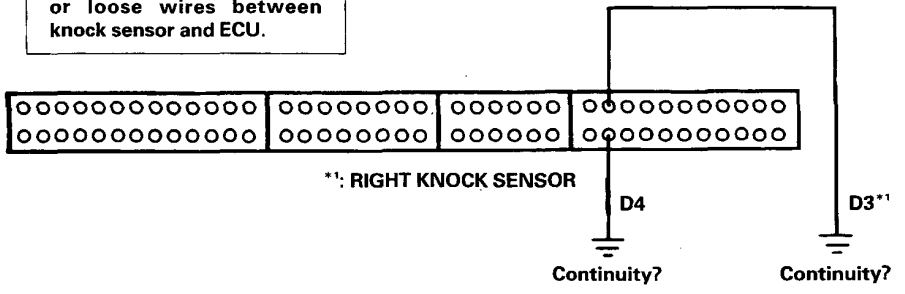
Is there continuity?

YES → **Repair short in WHT*1 or RED/BLU wire between ECU (D3*1 or D4) and the knock sensor.**

NO

(To page 11-8)





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Knock Sensors (C32A1 engine KN model) (cont'd)

(From page 11-7)

Check for continuity on WHT*1 or RED/BLU wire between D3*1 or D4 terminal and 3P connector of engine wire harness.

Is there continuity?

NO → **Repair open in WHT*1 or RED/BLU wire between ECU (D3*1 or D4) and the knock sensor.**

YES

Substitute a known-good knock sensor and recheck.

Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load until the radiator fan comes on, then let it idle.

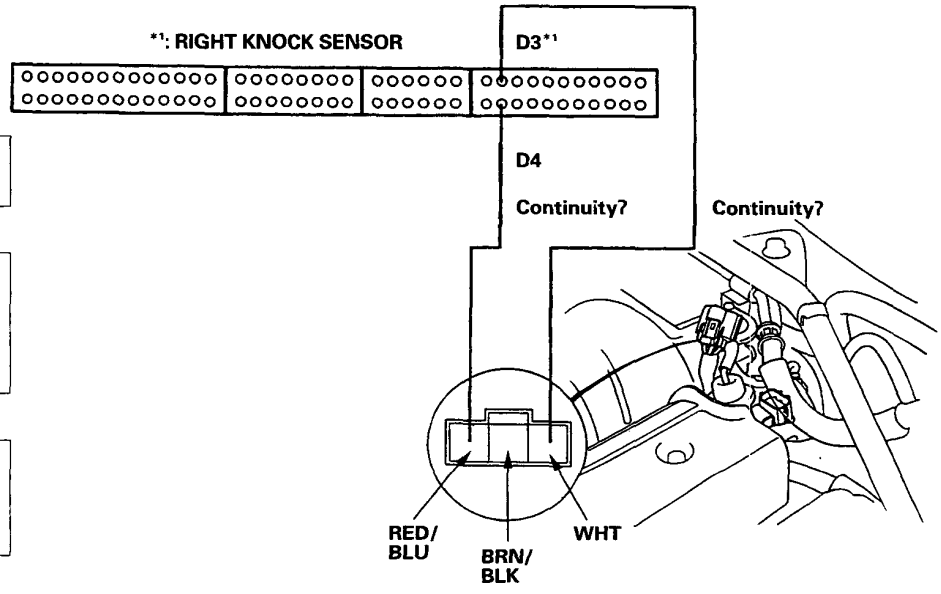
Hold engine at 3,000-4,000 rpm (min^{-1}) for 10 seconds. (A/T: Transmission in [N] or [P] position)

Is the Check Engine Light on and does it indicate code 23 and/or 53?

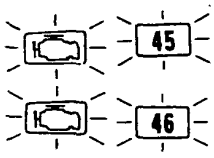
NO → **Replace the original knock sensor.**

YES

Substitute a known-good ECU and recheck. If symptom/ indication goes away, replace the original ECU.



Fuel Metering System (C32A1 engine KN model)



Self-diagnosis Check Engine Light indicates code 45: A problem in the Left Fuel Metering System.

Self-diagnosis Check Engine Light indicates code 46: A problem in the Right Fuel Metering System.

—The Check Engine Light has been reported on.
—With the SCS short connector connected, code 45 and/or 46 are indicated.

Do the ECU Reset Procedure.

Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load until the radiator fan comes on, then let it idle.

Do the Road Test. *

Is the Check Engine Light on and does it indicate code 45 and/or 46?

YES → Turn the ignition switch OFF.

NO

Intermittent failure, system is OK at this time.

Relieve fuel pressure.

Attach the fuel pressure gauge and measure the fuel pressure at idle.

Is the pressure less than 195 kPa (1.95 kg/cm^2, 28 psi)?

YES → **See fuel filter replacement and fuel pump testing.**

NO

Substitute a known-good MAP sensor.

Do the ECU Reset Procedure

Do the Road Test. *

* Road Test
—A/T in (D3 position), cruise at exactly 56 km/h (35 mph) for at least 10 seconds.
—Remove your foot from the throttle until the vehicle decels below 48 km/h (30 mph).
—Accelerate to 56 km/h (35 mph) and cruise at exactly 56 km/h (35 mph) for at least 10 seconds.
—The cruise/decel procedure must be repeated 10 times.
—Stop the vehicle, and turn off the ignition switch.
—Start the engine.
—The cruise/decel procedure must be repeated 5 times.

(To page 11-10)

(cont'd)

Fuel Metering System (C32A1 engine KN model)(cont'd)

(From page 11-9)

Does the Check Engine Light indicate code 45 and/or 46?

NO → **Replace the MAPsensor.**

YES

Substitute fuel injectors with known-good ones as indicated.

INDICATION	SUBSTITUTE
Code 45	3 Left fuel injectors
Code 46	3 Right fuel injectors
Code 45 and 46	6 fuel injectors

Do the ECU Reset Procedure.

Do the Road Test.*

Does the Check Engine Light indicate code 45 and/or 46?

NO → **Replace the fuel injectors as indicated.**

YES

Inspect fuel rail between the fuel filter and the fuel injectors for restrictions.

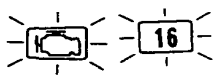
Any restrictions found?

NO → **Remove the restrictions.**

YES

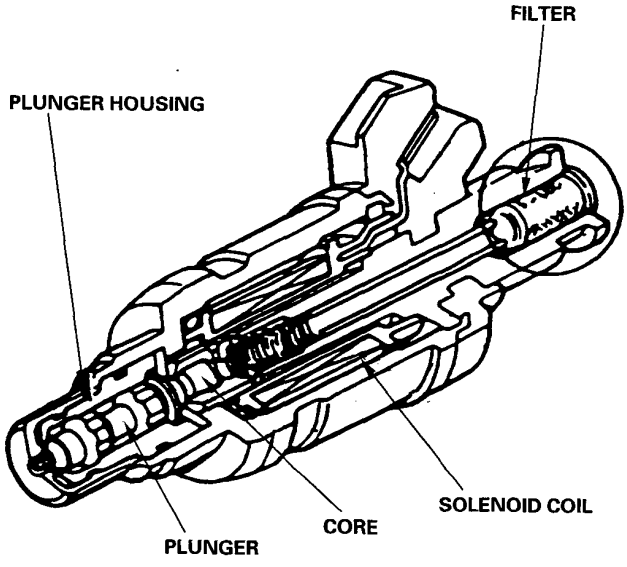
Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.

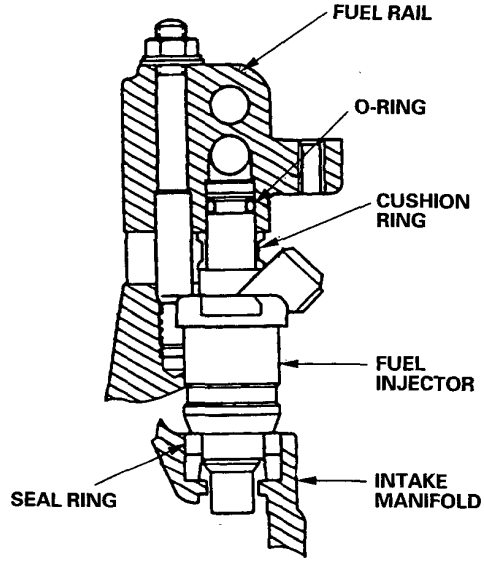
Fuel Injectors (C32A1 engine KN model)



The Self-diagnosis Check Engine Light indicates code 16 : A problem in the Fuel Injector circuit.

The fuel injectors are a solenoid-actuated constant-stroke pintle type consisting of a solenoid, plunger needle valve and housing. When current is applied to the solenoid coil, the valve lifts up and pressurized fuel is injected. Because the needle valve lift and the fuel pressure are constant, the injection quantity is determined by the length of time that the valve is open (i.e., the duration the current is supplied to the solenoid coil). The fuel injector is sealed by an O-ring and seal ring at the top and bottom. These seals also reduce operating noise.





– The Check Engine Light has been reported on.
– With *SCS short connector* connected, code 16 is indicated.

↓

Do the ECM Reset Procedure.

↓

Start the engine.

↓

Is the Check Engine Light on and does it indicate code 16?

NO → **Intermittent failure, system is OK at this time (test drive may be necessary). Check for poor connections or loose wires between injector resistor, fuel injector and ECU.**

YES ↓

(To page 11-12)

(cont'd)

Fuel Injectors (C32A1 engine KN model)(cont'd)

(From page 11-11)

Start the engine and listen at each fuel injector for a clicking sound.

Turn the ignition switch OFF.

Disconnect the 2P connector from the fuel injector that does not click.

Measure resistance between the 2 terminals of fuel injector.

Is there 1.5—2.5 Ω?

NO → **Replace the fuel injector/ injectors that are not 1.5—2.5 Ω.**

YES

Turn the ignition switch ON.

Measure voltage between RED/BLK (+) terminal in the 2P connector and body ground.

Is there battery voltage?

NO → Turn the ignition switch OFF.

Disconnect 8P connector on the injector resistor.

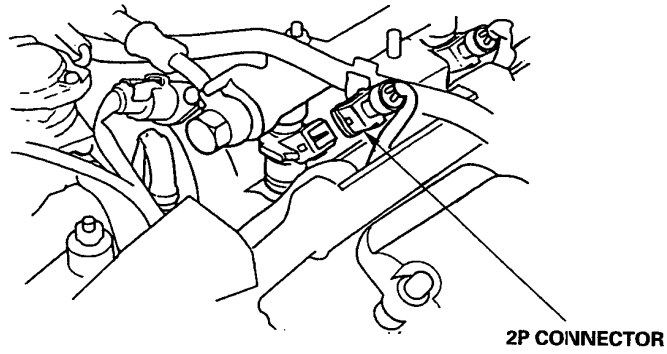
Turn the ignition switch ON.

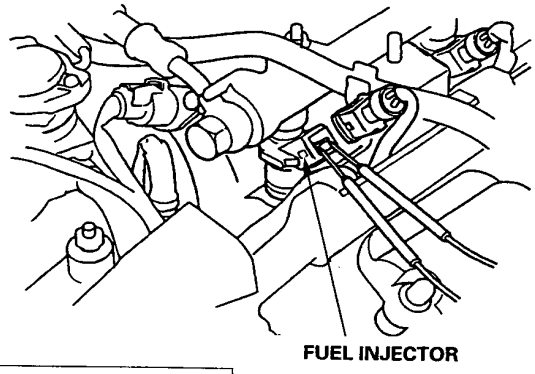
Measure voltage between YEL/BLK (+) terminal and body ground.

(To page 11-13)

YES

(To page 11-13)





(From page 11-12)

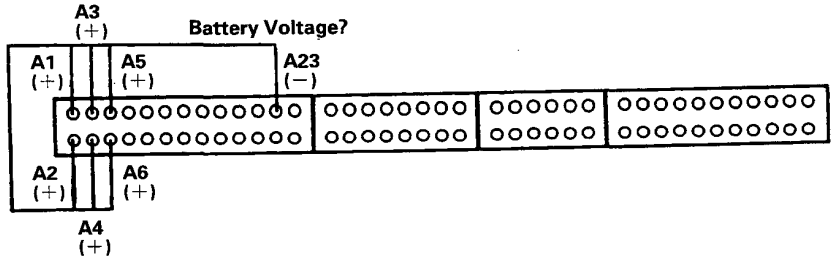
Turn the ignition switch OFF.

Reconnect the 2P connector to the fuel injector.

Connect the test harness between the ECU and connectors.

Turn the ignition switch ON.

Measure voltage between A23 (−) terminal and following terminal:
- No.1 fuel injector: A1 (+) terminal.
- No.2 fuel injector: A3 (+) terminal.
- No.3 fuel injector: A5 (+) terminal.
- No.4 fuel injector: A2 (+) terminal.
- No.5 fuel injector: A4 (+) terminal.
- No.6 fuel injector: A6 (+) terminal.



Is there battery voltage?

NO → **Repair open in the YEL/BLK wire between the injector resistor and the PGM-FI main relay.**

YES → **Substitute a known-good ECU and recheck. If symptom/indication goes away, replace the original ECU.**

(From page 11-12)

Is there battery voltage?

NO → **Repair open in the YEL/BLK wire between the injector resistor and the PGM-FI main relay.**

YES

Test the injector resistor.

Is the injector resistor OK?

NO → **Replace the injector resistor.**

YES → **Repair open in RED/BLK wire between 2P connector and injector resistor.**

Idle Control System

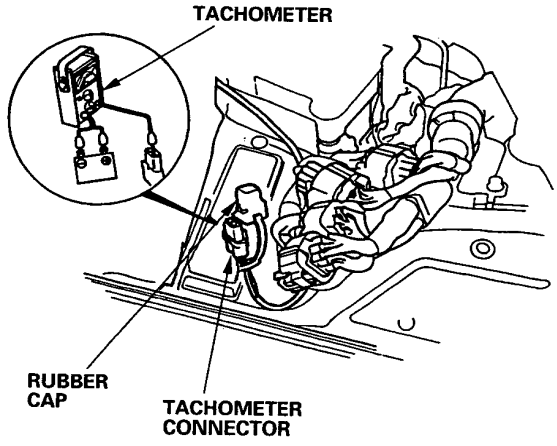
Idle Speed Setting (C32A2 engine KK model)

Inspection/Adjustment

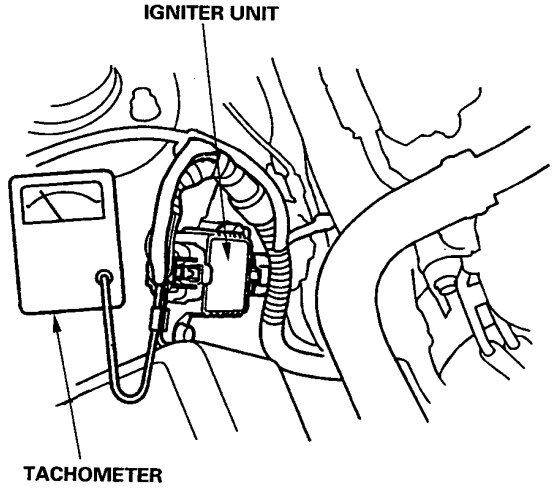
NOTE:
- When the idle speed set, check the following items:
  - —The Check Engine Light has not been reported on.
  - —Ignition timing
  - —Spark plugs
  - —Air cleaner
  - —PCV system

1. Connect a tachometer.

   • Contact type
   Remove the rubber cap from the tachometer connector and connect a tachometer.



   • Non-contact type
   Connect a tachometer to loop of igniter unit.



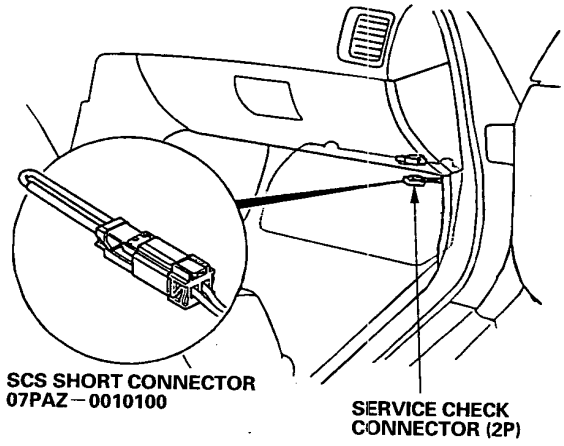
2. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load (M/T in neutral) until the radiator fan comes on, then let it idle.

3. Check idling in no-load conditions: headlights, blower fan, rear defogger, cooling fan, and air conditioner are not operating.

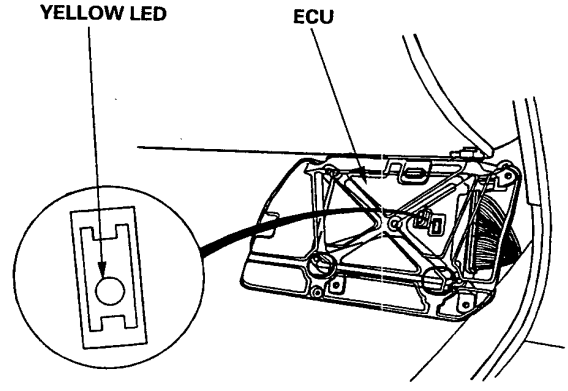
   Idle speed should be:

   600 ± 50 rpm (min^{-1}) [in N or P position]

4. Connect the SCS short connector to the service check connector.

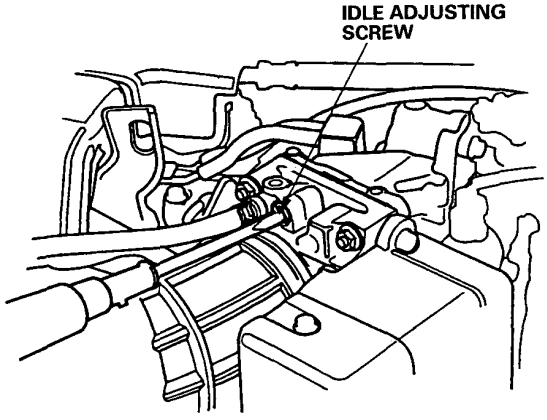


5. Check the yellow LED display at the ECU under the dash on the passenger side.



- If yellow LED is off
  Do not adjust idle adjusting screw.
  Go on to step 6.
- If yellow LED is blinking
  Adjust idle adjusting screw 1/4 turn clockwise.
- If yellow LED is on
  Adjust idle adjusting screw 1/4 turn counterclockwise.

NOTE:
On a new engine (less than 500 km or 310 miles) the yellow LED may light even though the idle adjusting screw is properly set. However, no adjustment should be make.



—Check that the yellow LED goes off after approximately 30 seconds.
If it does not go off, rotate the idle adjusting screw by 1/4 turn in the same direction, and repeat the same operation until the yellow LED goes off.

6. Check the idle speed in the following conditions.
   - With headlights (Hi) and rear window defogger ON.
   - While the steering wheel is turning.
   - With air conditioner compressor on.

   Idle speed should be:

   600 ± 50 rpm (min^{-1}) [in N or P position]

   - If applicable, with automatic transmission in gear (except N or P position).

   Idle should remain stable at: 600 ± 50 rpm (min^{-1})

7. Remove the SCS short connector from the service check connector terminal.

   NOTE:
   When there is no code stored, the Check Engine Light will stay on, if the service check connector is jumped.

System Description (C32A2 engine KK model)

The emission control system includes a Three Way Catalytic Converter (TWC), Positive Crankcase Ventilation (PCV) system, Evaporative Emission (EVAP) Control system and Exhaust Gas Recirculation (EGR) system.

Tailpipe Emission (C32A2 engine KK model)

Inspection

⚠WARNING

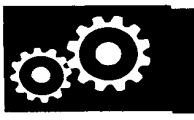
Do not smoke during this procedure. Keep any open flame away from your work area.

1. Connect a tachometer.
2. Start the engine. Hold the engine at 3,000 rpm (min^{-1}) with no load until the radiator fan comes on, then let it idle.
3. Check and adjust the idle speed, if necessary (see page 11-14).
4. Warm up and calibrate the CO meter according to the meter manufacturer's instructions.
5. Check idle CO with the headlights, heater blower, rear window defogger, cooling fan, and air conditioner off.

   CO meter should indicate 0.1% maximum.

Transaxle

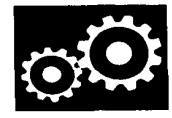
Manual Transmission 13-1
Automatic Transmission 14-1
Differential 15-1



Manual Transmission

Transmission

Deletion of Secondary Cover 13-2
Deletion of Secondary Spring.....13-2

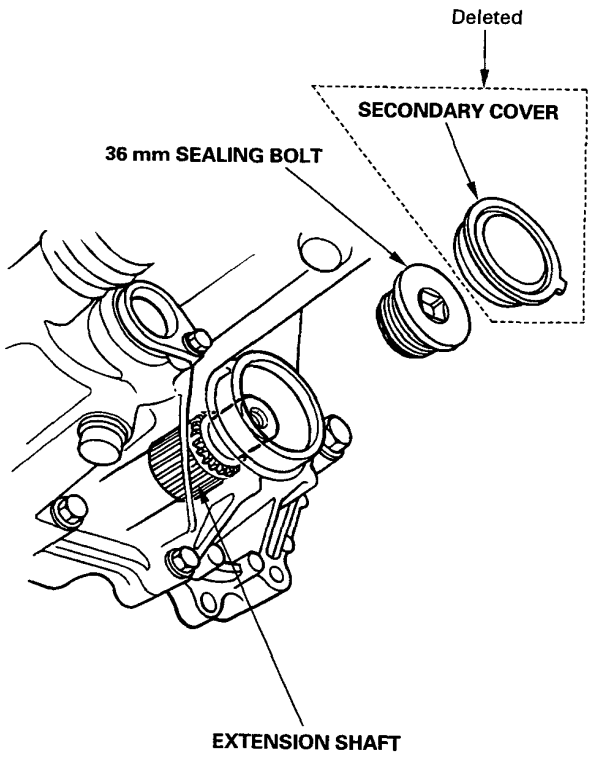


Outline of Model Changes

- The secondary cover has been deleted.
- The secondary spring has been deleted.

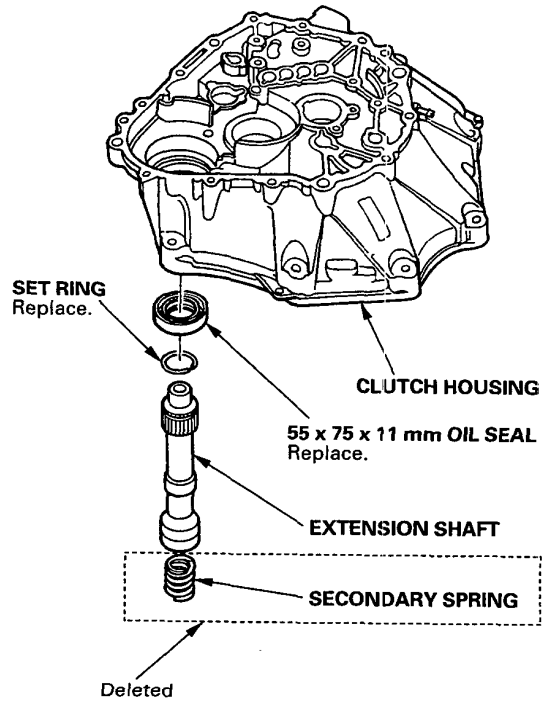
Deletion of Secondary Cover

The secondary cover is not used on '95 Legends, so there is no need to remove or install it.



Deletion of Secondary Spring

The secondary spring is not used on '95 Legends, so there is no need to remove or install it.



Automatic Transmission

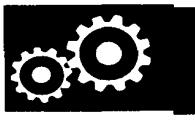
Circuit Diagram 14-2

Transmission

- Deletion of Secondary Cover 14-6
- Deletion of Secondary Spring 14-6
- Deletion of ATF Magnet 14-7

Countershaft

- Disassembly/Inspection/ Reassembly 14-8
- Inspection 14-9

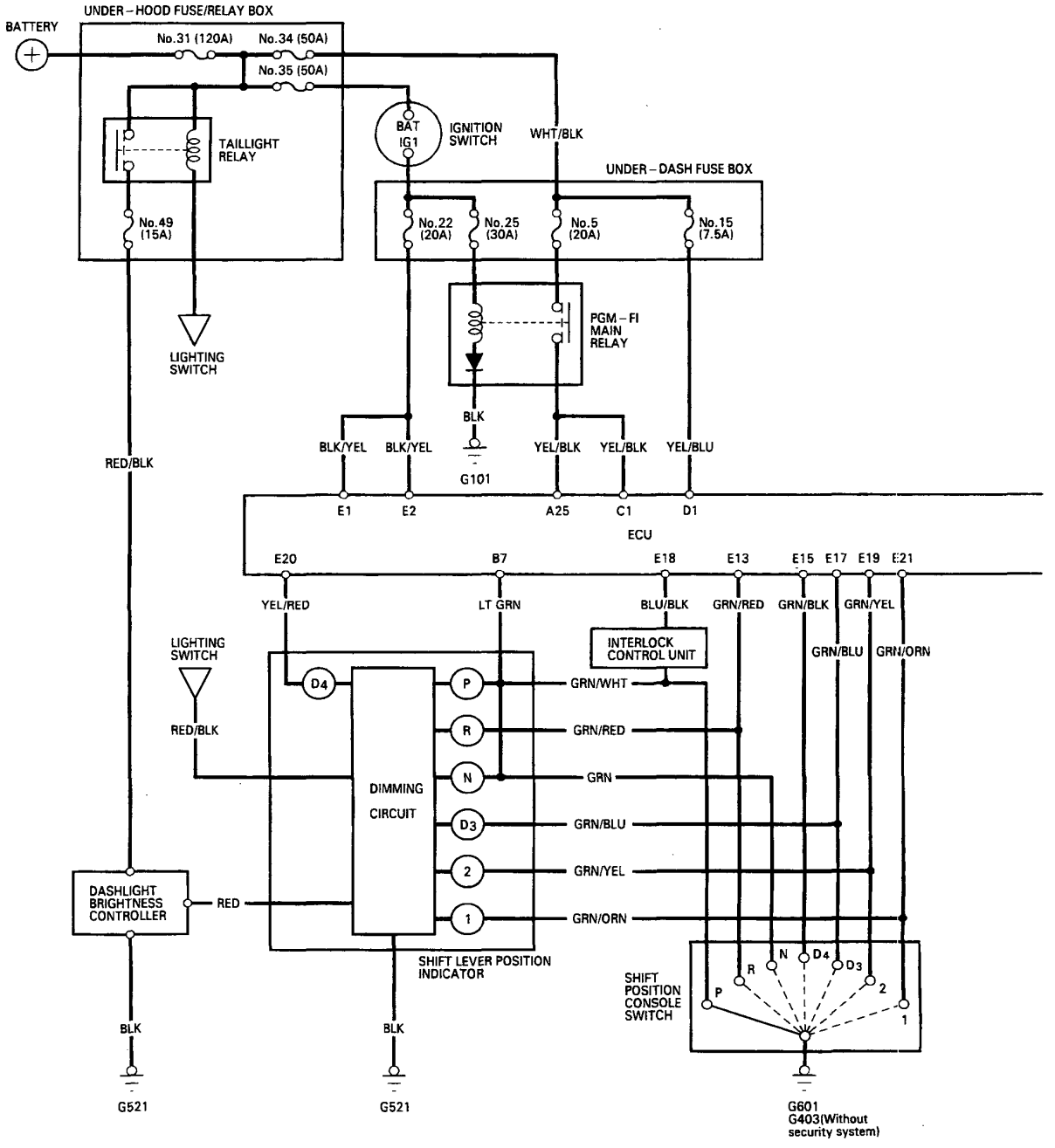


Outline of Model Changes

- The Circuit Diagrams have been modified.
- The Secondary Cover has been deleted.
- The Secondary Spring has been deleted.
- The ATF Magnet has been deleted.
- The Contershaft Inspection has been modified.

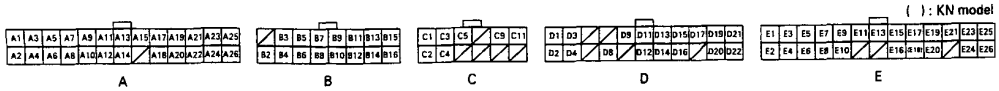
Circuit Diagram

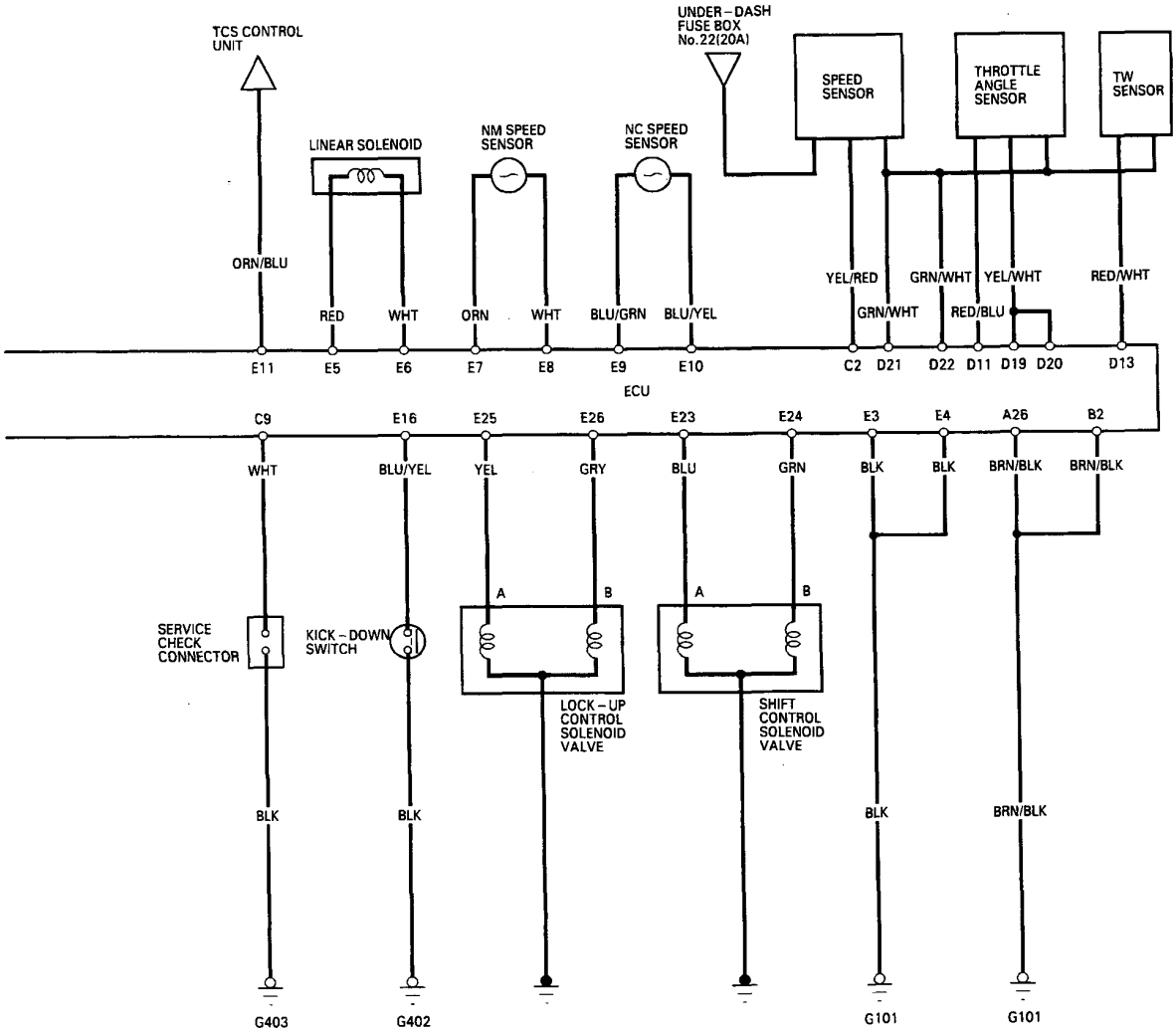
LHD:



Terminal Location

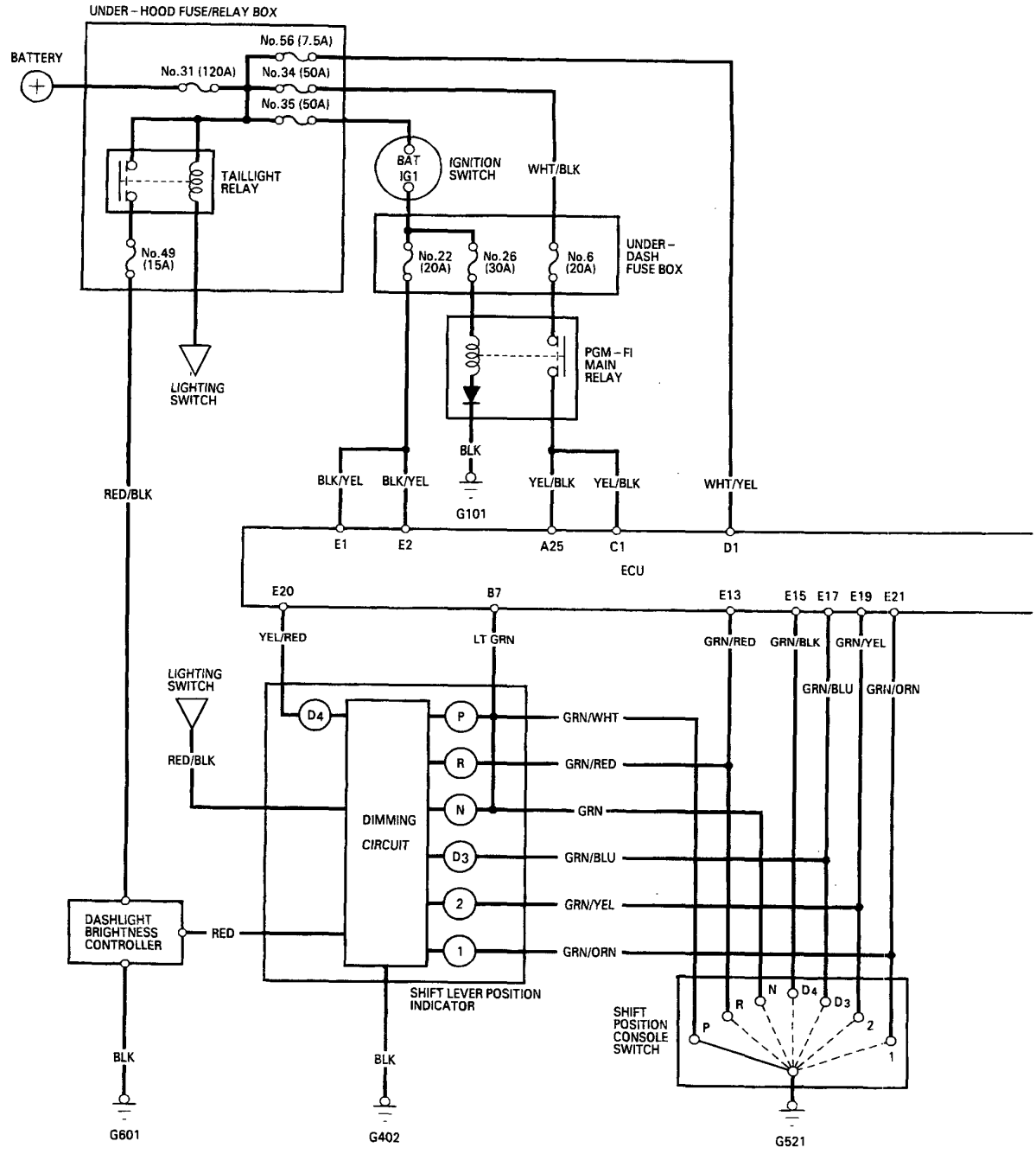
( ): KN model

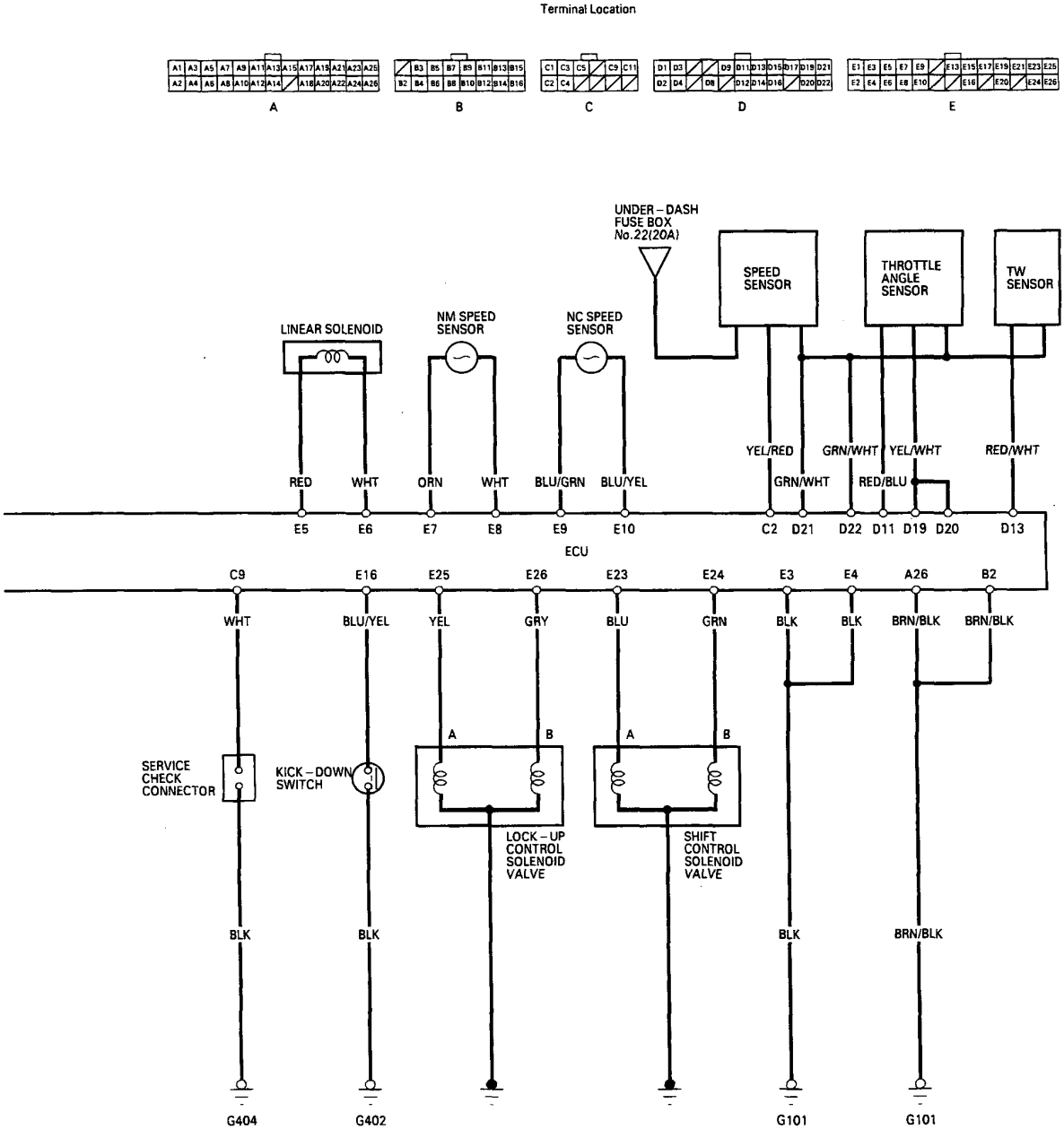




Circuit Diagram

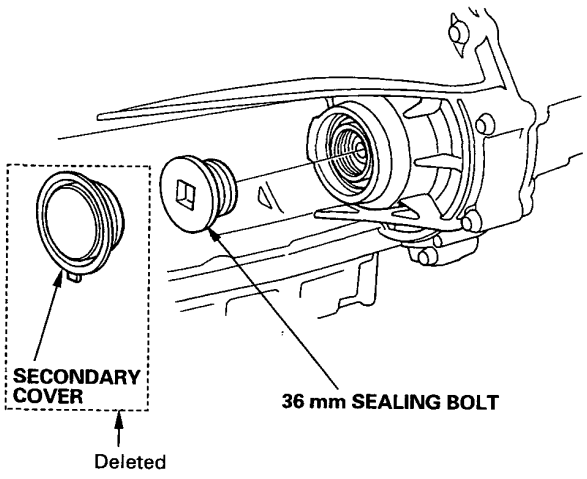
RHD:




Terminal Location
A
B
C
D
E
UNDER – DASH FUSE BOX No.22(20A)
SPEED SENSOR
THROTTLE ANGLE SENSOR
TW SENSOR
LINEAR SOLENOID
NM SPEED SENSOR
NC SPEED SENSOR
RED
WHT
ORN
WHT
BLU/GRN
BLU/YEL
YEL/RED
GRN/WHT
GRN/WHT
YEL/WHT
RED/BLU
RED/WHT
E5
E6
E7
E8
E9
E10
C2
D21
D22
D11
D19
D20
D13
ECU
C9
E16
E25
E26
E23
E24
E3
E4
A26
B2
WHT
BLU/YEL
YEL
GRY
BLU
GRN
BLK
BLK
BRN/BLK
BRN/BLK
SERVICE CHECK CONNECTOR
KICK – DOWN SWITCH
A
B
A
B
LOCK – UP CONTROL SOLENOID VALVE
SHIFT CONTROL SOLENOID VALVE
BLK
BLK
BLK
BRN/BLK
G404
G402
G101
G101

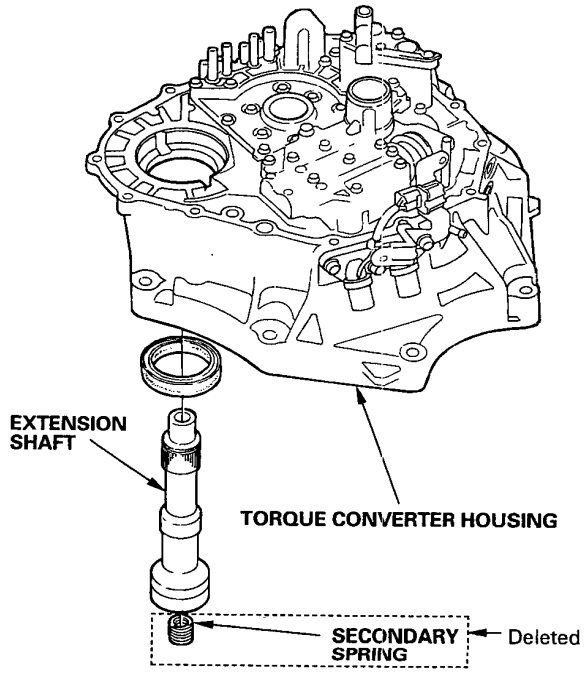
Deletion of Secondary Cover

The secondary cover is not used on '95 Legends, so there is no need to remove or install it.



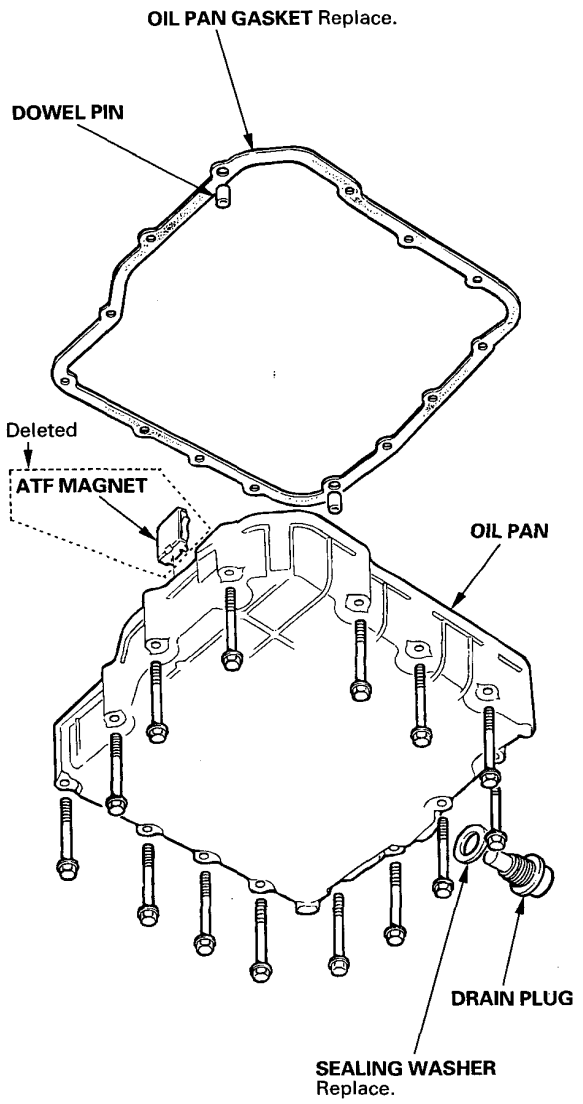
Deletion of Secondary Spring

The secondary spring is not used on '95 Legends, so there is no need to remove or install it.



Deletion of ATF Magnet

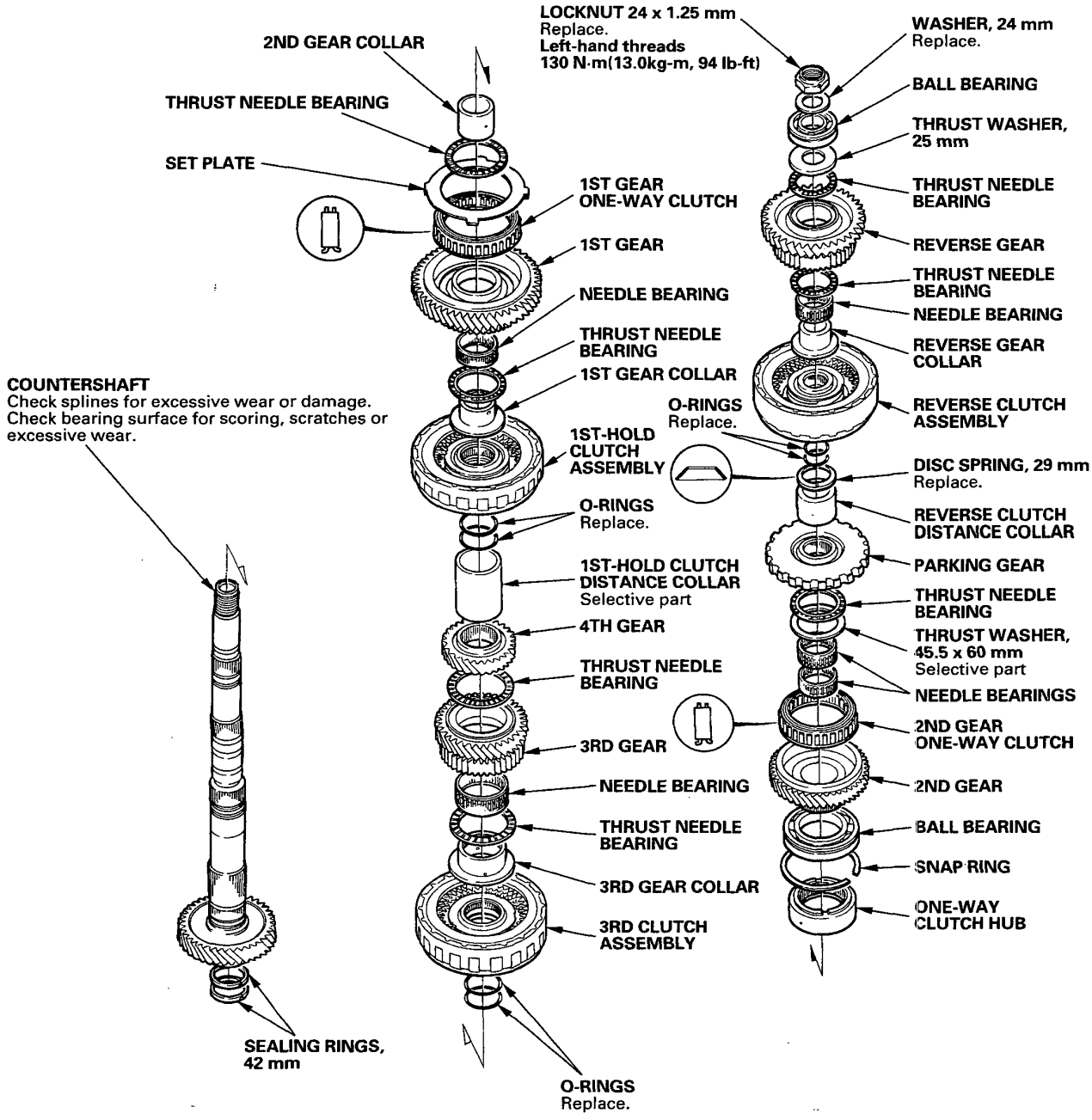
The ATF magnet is not used on '95 Legends, so there is no need to remove or install it.



Countershaft

Disassembly/Inspection/Reassembly

NOTE:
- Lubricate all parts with ATF during reassembly.
- Install the thrust needle bearings with unrolled edge of bearing retainer facing washer.
- Inspect the thrust needle bearings and the needle bearings for galling and rough movement.
- Before installing the O-rings, wrap the shaft splines with tape to prevent damage to the O-rings.
- Locknut has left-hand threads.



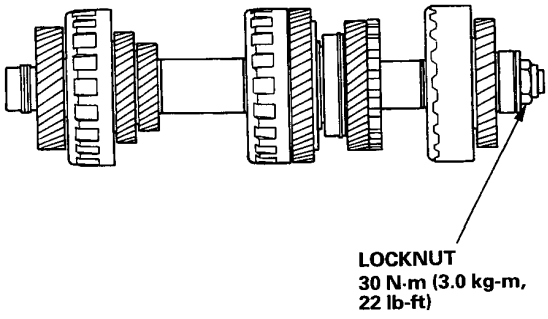
Inspection

• Clearance Measurements

NOTE:
- Lubricate all parts with ATF during assembly.
- Do not install the O-rings during inspection.

1. Assemble all parts on the countershaft.
2. Torque countershaft locknut to 30 N·m (3.0 kg-m, 22 lb-ft).

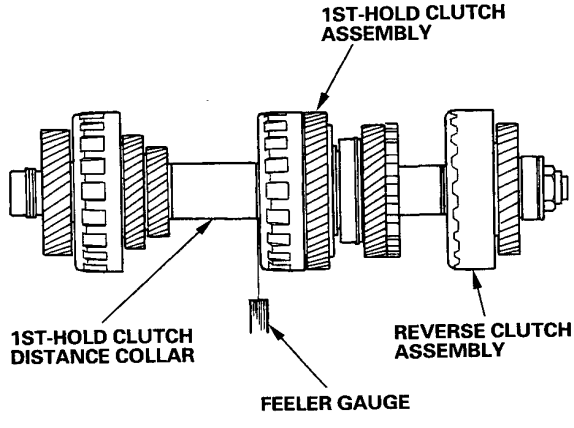
   NOTE:
   Countershaft locknut has left-hand threads.

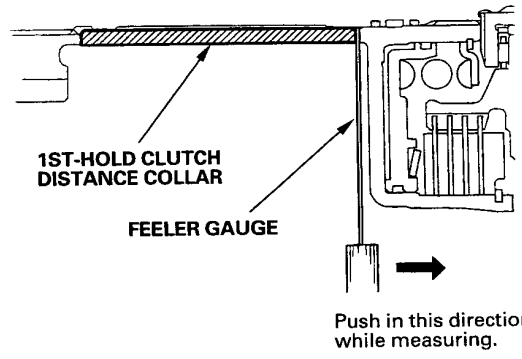


3. Hold the 1st-hold clutch assembly against the reverse clutch assembly. Measure the clearance between the 1st-hold clutch assembly and the 1st-hold clutch distance collar with a feeler gauge.

   NOTE:
   Take measurements in at least three places and take the average as the actual clearance.

   STANDARD: 0–0.08 mm (0–0.003 in)





4. If the clearance is out of tolerance, select and install a new 1st-hold clutch distance collar.

1ST-HOLD CLUTCH DISTANCE COLLAR

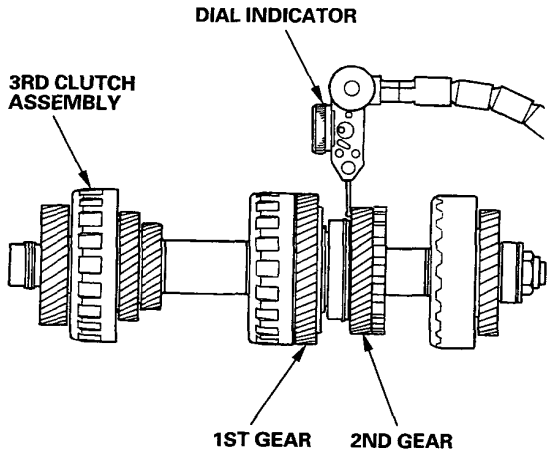
No.	Part Number	Thickness mm (in)
1	90451–PY4–010	71.97–72.00 (2.833–2.835)
2	90452–PY4–010	72.02–72.05 (2.835–2.837)
3	90453–PY4–010	72.07–72.10 (2.837–2.839)
4	90454–PY4–010	72.12–72.15 (2.839–2.841)
5	90455–PY4–010	72.17–72.20 (2.841–2.843)
6	90456–PY4–010	72.22–72.25 (2.843–2.844)
7	90457–PY4–010	72.27–72.30 (2.845–2.846)
8	90458–PY4–010	72.32–72.35 (2.847–2.848)
9	90459–PY4–010	72.37–72.40 (2.849–2.850)
10	90460–PY4–010	72.42–72.45 (2.851–2.852)
11	90461–PY4–010	72.47–72.50 (2.853–2.854)

(cont'd)

Countershaft

Inspection (cont'd)

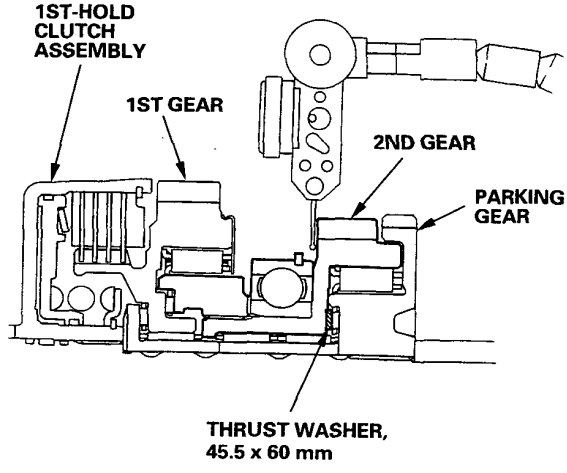
5. Attach the dial indicator to 2nd gear.



6. Measure 2nd gear axial clearance while pushing 1st gear toward the 1st-hold clutch assembly.

   NOTE:
   Take measurements in at least three places and take average as the actual clearance.

   STANDARD: 0.07–0.15 mm (0.003–0.006 in)

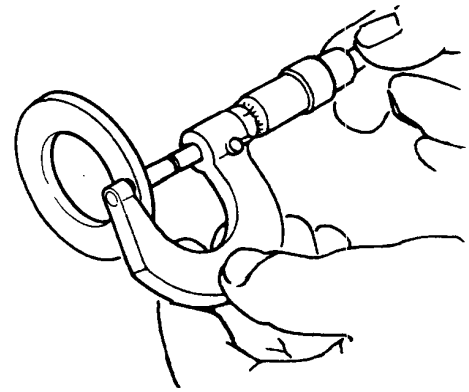


7. If the clearance is out of tolerance, select and install a new thrust washer, 45.5 x 60 mm.

THRUST WASHER 45.5 x 60 mm

No.	Part Number	Thickness mm (in)
1	90411–PY4–000	1.27–1.30 (0.050–0.051)
2	90412–PY4–000	1.32–1.35 (0.052–0.053)
3	90413–PY4–000	1.37–1.40 (0.054–0.055)
4	90414–PY4–000	1.42–1.45 (0.056–0.057)
5	90415–PY4–000	1.47–1.50 (0.058–0.059)
6	90416–PY4–000	1.52–1.55 (0.060–0.061)
7	90417–PY4–000	1.57–1.60 (0.062–0.063)
8	90418–PY4–000	1.62–1.65 (0.064–0.065)
9	90419–PY4–000	1.67–1.70 (0.066–0.067)
10	90420–PY4–000	1.72–1.75 (0.068–0.069)
11	90421–PY4–000	1.77–1.80 (0.070–0.071)
12	90422–PY4–000	1.82–1.85 (0.072–0.073)
13	90423–PY4–000	1.87–1.90 (0.074–0.075)

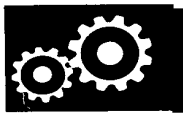
8. After replacing the thrust washer(s), make sure that the clearance is within tolerance.



Differential

Differential

Deletion of Secondary Cover 15-2



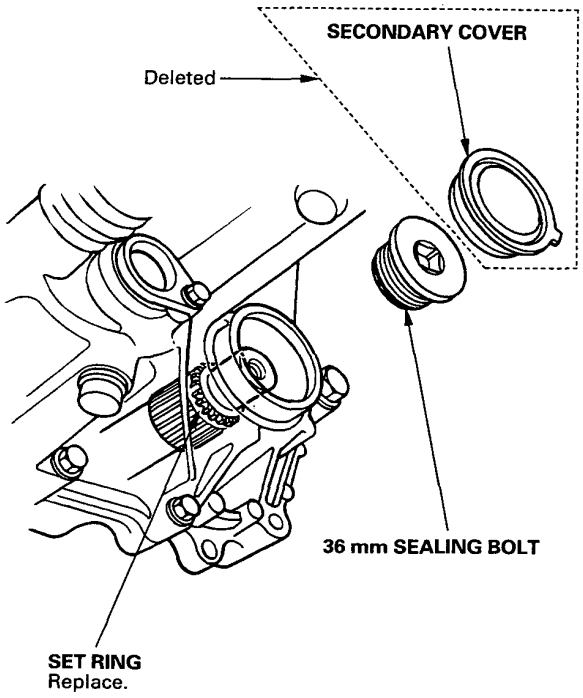
Outline of Model Change

- The Secondary cover has been deleted.

Differential

Deletion of Secondary Cover

The secondary cover is not used on '95 Legends, so there is no need to remove or install it.



Body

Front Door

Outer Handle Construction 20-2

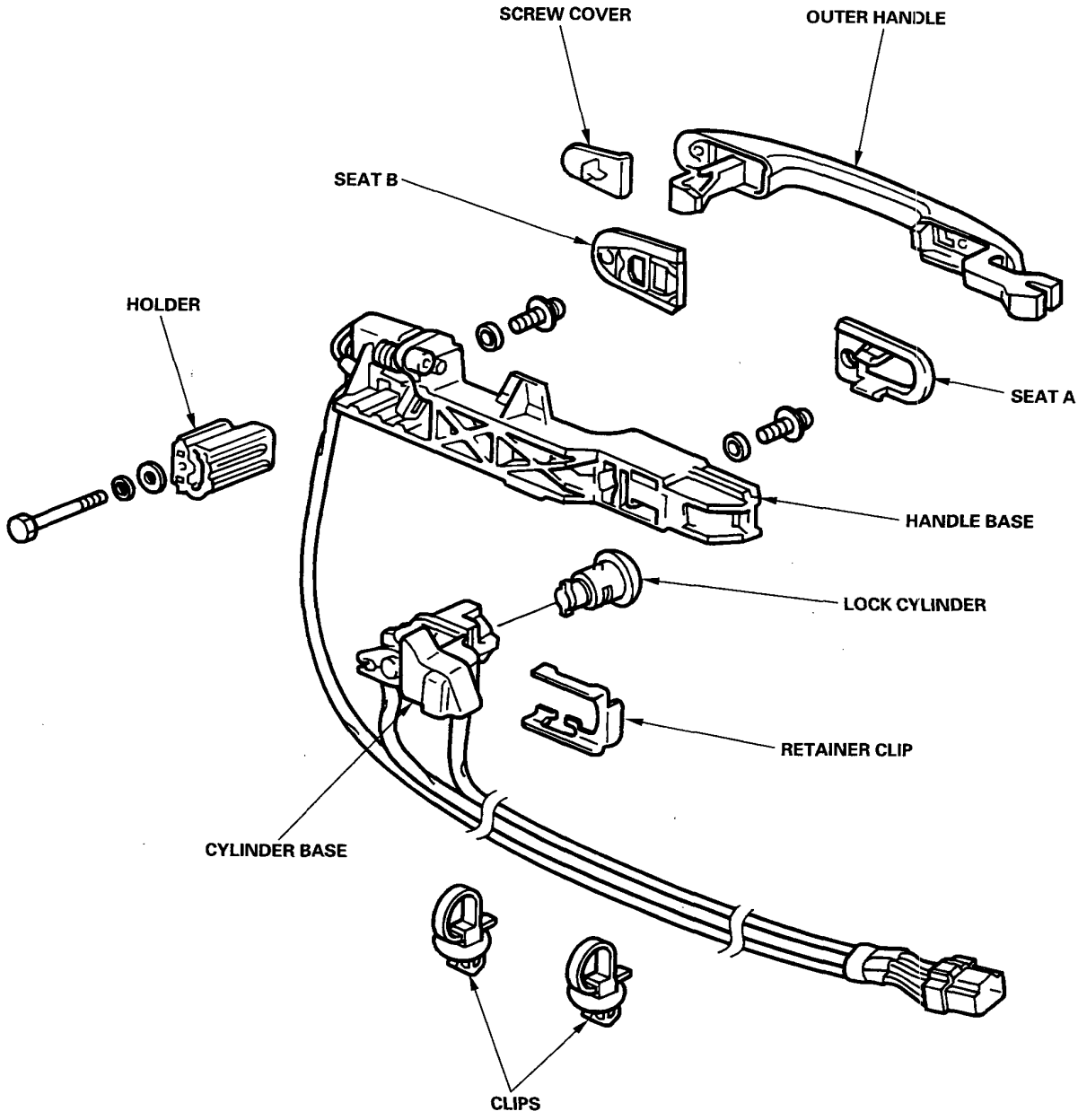
Outline of Model Change

- The handle base and lock cylinder base of a front driver's door have been changed for KN model.

Front Door

Outer Handle Construction

KN model (Driver's):



NOTE:
- Make sure the connector is connected securely.
- After installing, make sure the door locks and opens properly.

Read this before you do any electrical work on the car.

The Legend Supplemental Restraint System (SRS) includes a driver's airbag, located in the steering wheel hub, a front passenger's airbag, located in the dashboard above the glove box, and seat belt pretensioners, located in the seat belt retractors.
Information necessary to safely service the SRS is included in the 1993 Legend Shop Manual Supplement (62SP021). Items marked with an asterisk (*) on the contents page include, or are located near, SRS components. Servicing, disassembling or replacing these items will require special precautions and tools, and should therefore be done only by an authorized Honda dealer.

⚠WARNING

- **To avoid rendering the SRS inoperative, which could lead to personal injury or death in the event of a severe frontal collision, all SRS testing and repair must be done by an authorized Honda dealer.**
- **Improper procedures, including incorrect removal and installation of the SRS components, could lead to personal injury caused by unintentional activation of the airbags and seat belt pretensioners.**
- **All SRS electrical wiring harnesses are covered with yellow outer insulation. Related components are located in the steering column, center console and armrest, dashboard lower panel, and in the dashboard above the glove box. Do not use electrical test equipment on these circuits.**

Electrical

Ground Distribution 23-2

Ignition System 23-6

*Interlock System 23-8

*Stereo Sound System.....23-14

Power Mirrors.....23-34

Entry Light Control System.....23-35

*Power Door Locks 23-35

*Integrated Control Unit 23-36

Security Alarm System.....23-43

*Power Windows 23-54

Rear Seat Heaters (KW model) 23-58

*Driving Position Memory System (DPMS) (KN model) 23-64

Seat Belt Tension Reducer (KN model) 23-124

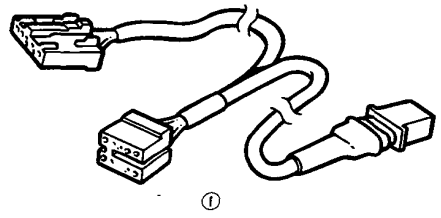
***Read the SRS precautions on page 23-54 of the 1993 Legend Shop Manual Supplement (62SP021), then install the short connectors on the airbags before working in these areas.**

Outline of Model Changes

- The KK, KN, KW models have been added. Information about specifications and systems specific to these models is included.
- It is now possible to replace the power mirror actuator of all models. Related procedures are included.
- The antenna mast and antenna tube of all models can now be replaced; related procedures are included.

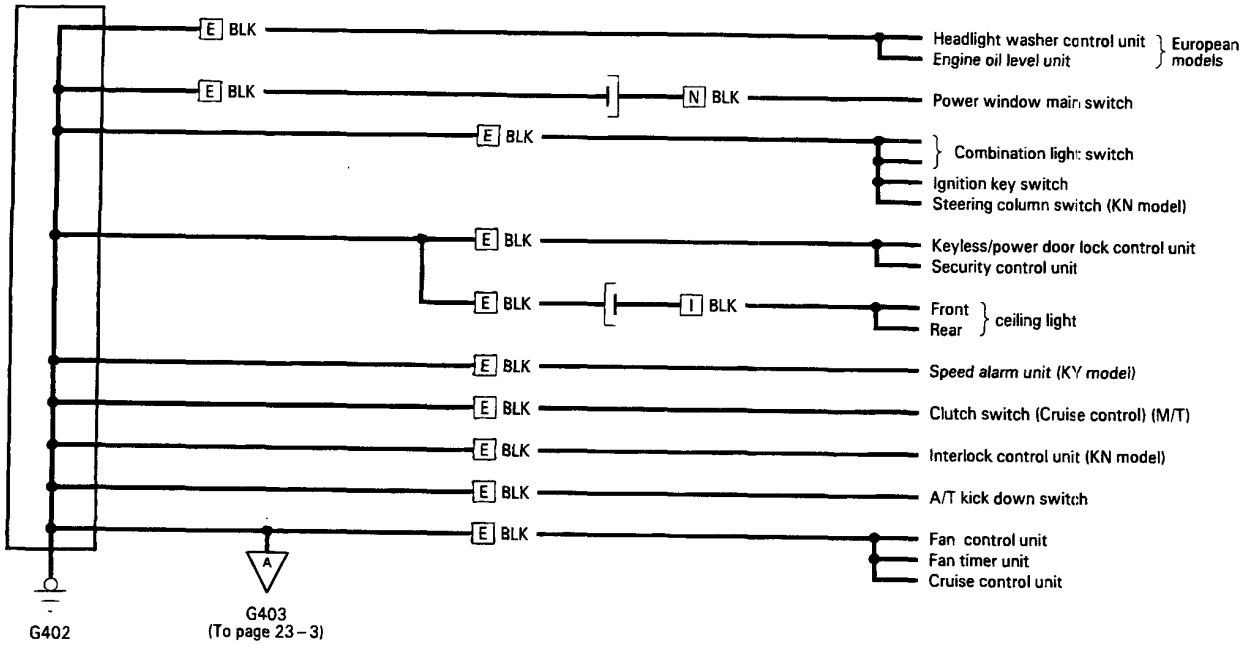
Special Tool

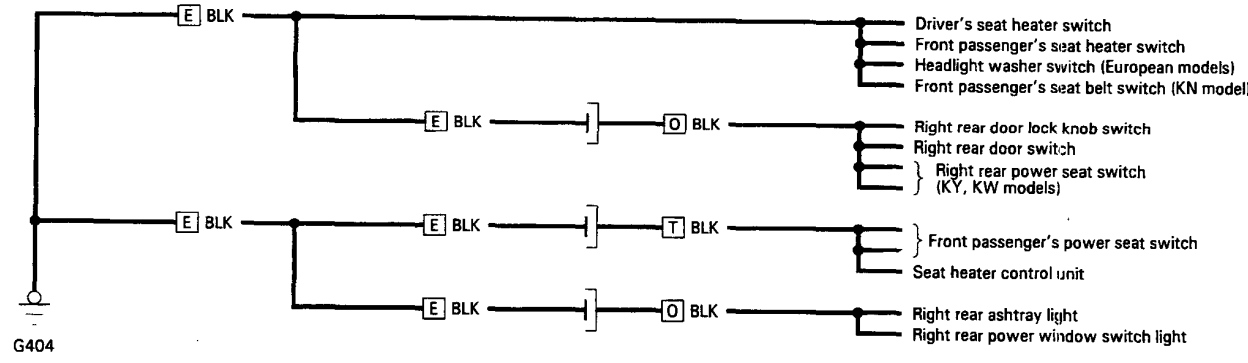
Ref. No.	Tool Number	Description	Qty.	Remark
①	07MAZ–SP00600	Test Harness C	1	



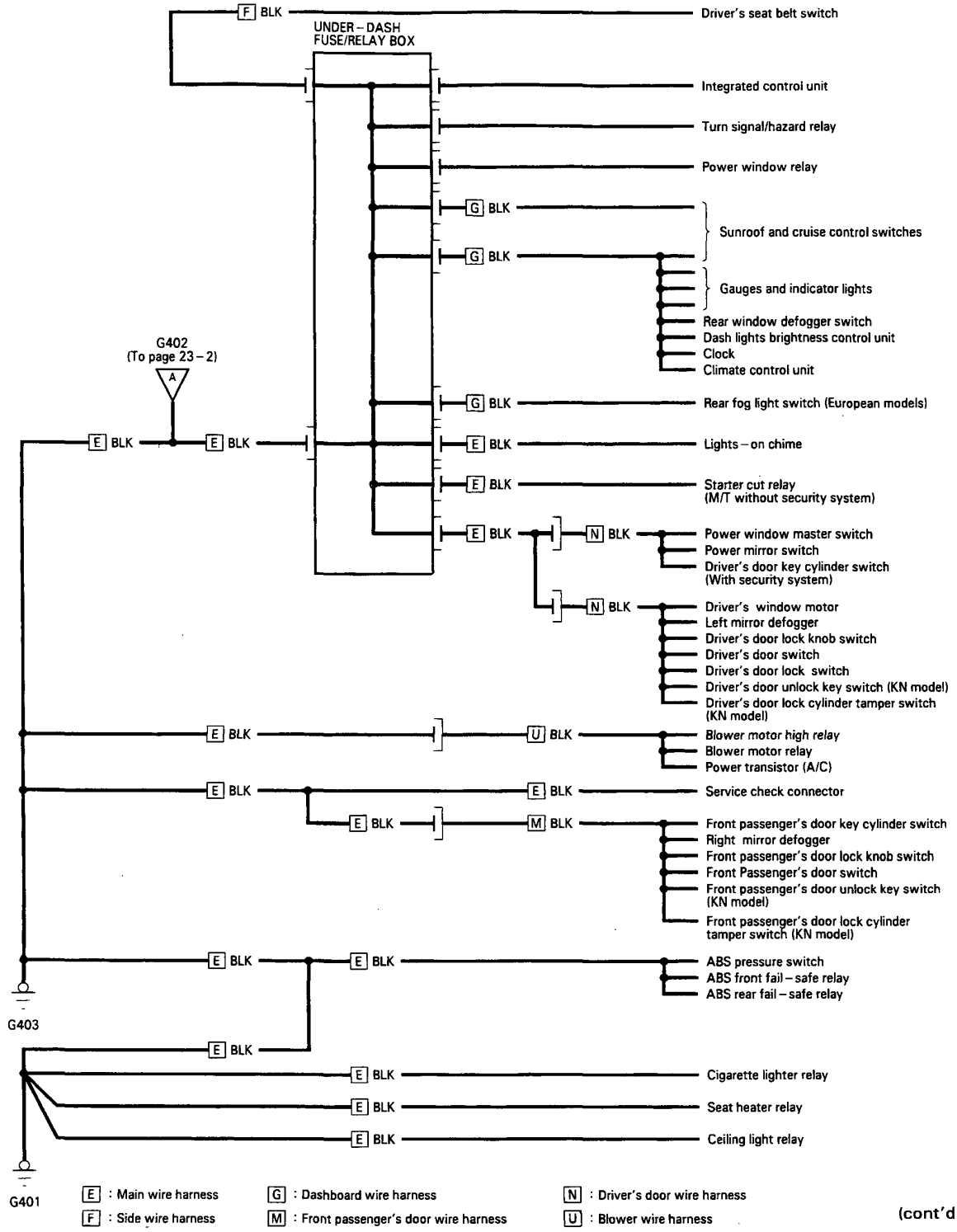
Ground Distribution

Circuit Identification (LHD type)





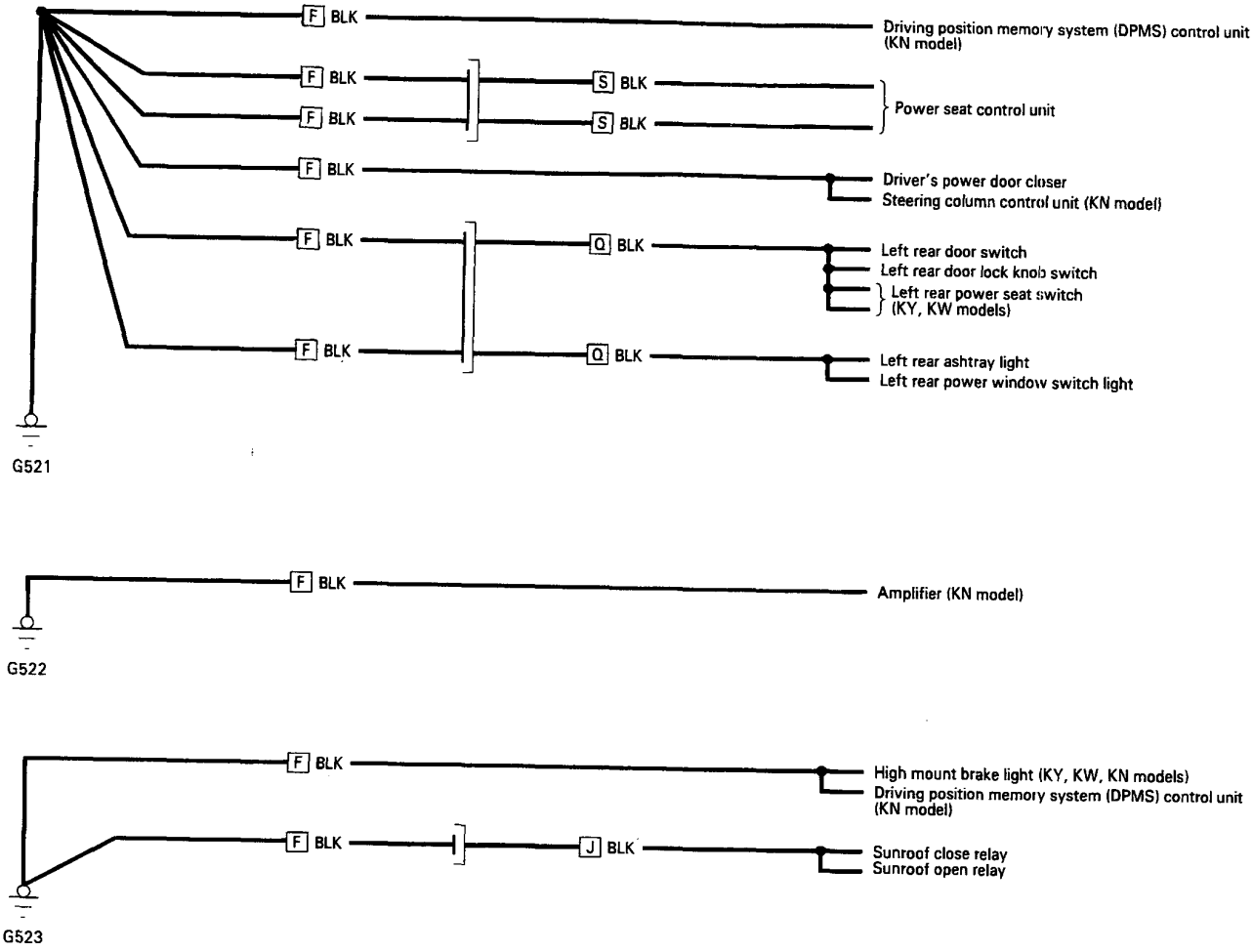
E : Main wire harness
I : Roof wire harness
N : Driver's door wire harness
O : Right rear door wire harness
T : Front passenger's power seat wire harness


F BLK
Driver's seat belt switch
UNDER – DASH FUSE/RELAY BOX
Integrated control unit
Turn signal/hazard relay
Power window relay
G BLK
Sunroof and cruise control switches
G BLK
Gauges and indicator lights
Rear window defogger switch
Dash lights brightness control unit
Clock
Climate control unit
G402
(To page 23 – 2)
A
G BLK
Rear fog light switch (European models)
E BLK
E BLK
E BLK
Lights – on chime
E BLK
Starter cut relay
(M/T without security system)
E BLK
N BLK
Power window master switch
Power mirror switch
Driver's door key cylinder switch
(With security system)
N BLK
Driver's window motor
Left mirror defogger
Driver's door lock knob switch
Driver's door switch
Driver's door lock switch
Driver's door unlock key switch (KN model)
Driver's door lock cylinder tamper switch
(KN model)
E BLK
U BLK
Blower motor high relay
Blower motor relay
Power transistor (A/C)
E BLK
E BLK
Service check connector
E BLK
M BLK
Front passenger's door key cylinder switch
Right mirror defogger
Front passenger's door lock knob switch
Front Passenger's door switch
Front passenger's door unlock key switch
(KN model)
Front passenger's door lock cylinder
tamper switch (KN model)
E BLK
E BLK
ABS pressure switch
ABS front fail – safe relay
ABS rear fail – safe relay
G403
E BLK
E BLK
Cigarette lighter relay
E BLK
Seat heater relay
E BLK
Ceiling light relay
G401
E : Main wire harness
F : Side wire harness
G : Dashboard wire harness
M : Front passenger's door wire harness
N : Driver's door wire harness
U : Blower wire harness

(cont'd)

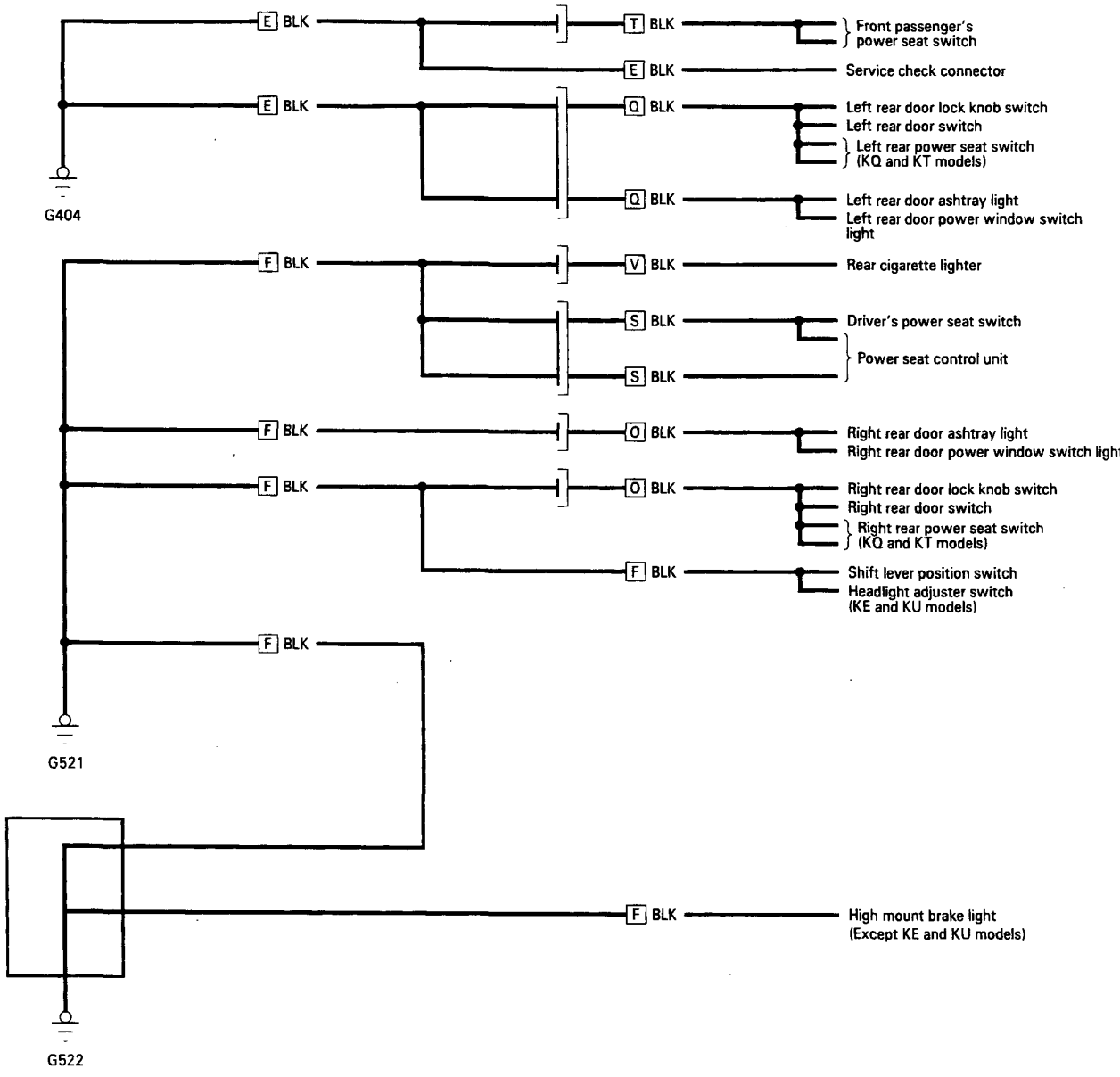
Ground Distribution

Circuit Identification (LHD type cont'd)



F : Side wire harness
J : Sunroof wire harness
Q : Left rear door wire harness
S : Driver's power seat wire harness

Circuit Identification (RHD type)

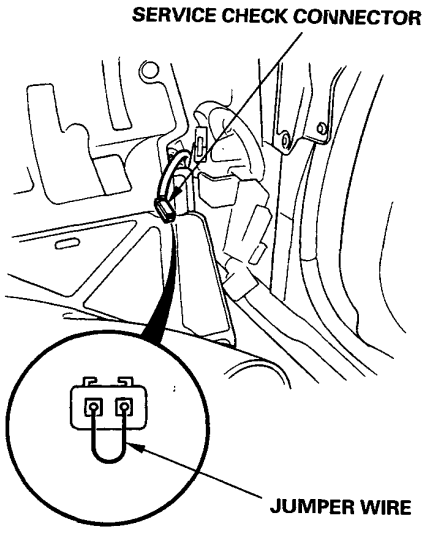


E : Main wire harness
F : Side wire harness
O : Right rear door wire harness
Q : Left rear door wire harness
S : Driver's power seat wire harness
T : Front passenger's power seat wire harness
V : Floor sub – harness

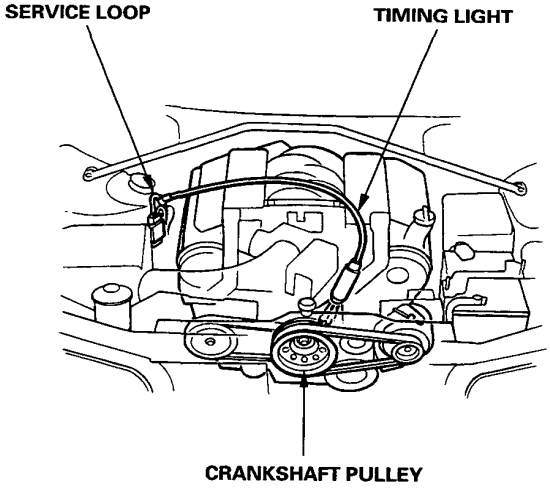
Ignition System

Ignition Timing Inspection and Setting (KK model)

1. Start the engine, and allow it to warm up (the radiator fan comes on).
2. Pull out the service check connector located under the dash on the right side. Connect the WHT and BLK terminals with a jumper wire.



3. Connect a timing light to the service loop; while the engine idles, point the light toward the pointer on the timing belt cover.



4. Check the idle speed (see page 23-113 of 1991 Legend Shop Manual 62SP000).

NOTE:
Adjust the idle speed, if necessary, by turning the idle adjusting screw.

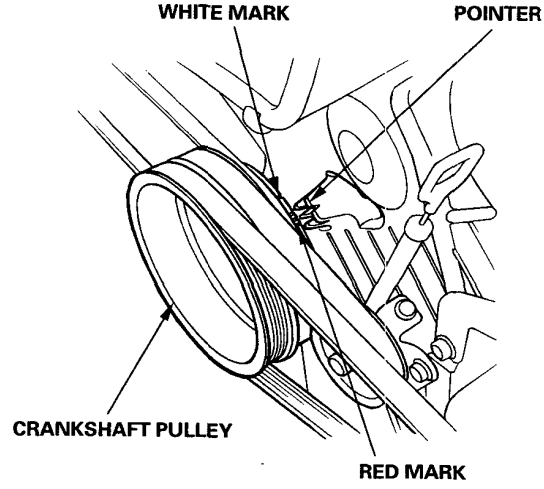
5. Inspect ignition timing at idle speed.

Ignition Timing: 15° ± 2° BTDC (RED mark)

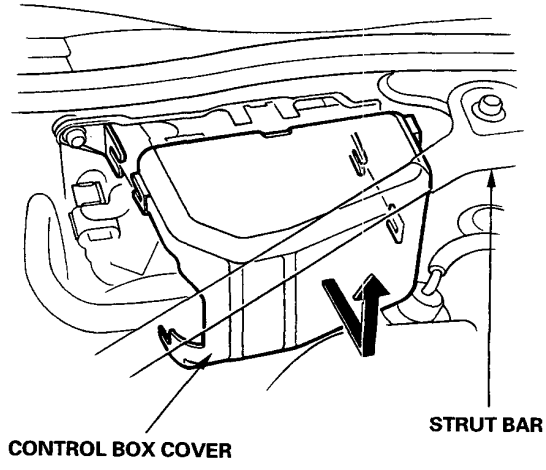
Idle speed (rpm):

M/T	A/T
650 ± 50 (In neutral)	600 ± 50 (In N or P)

NOTE:
All electrical systems are turned OFF.



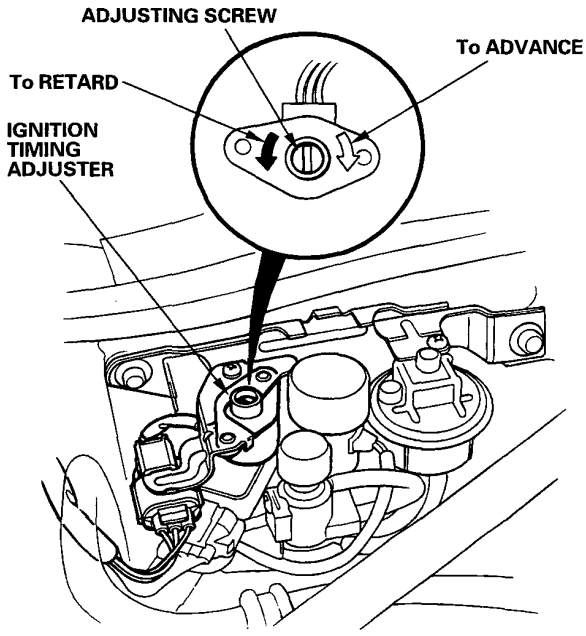
6. If it is necessary to adjust the ignition timing, remove the control box cover. Be careful not to damage the vacuum hoses.



7. Drill the two rivet heads off with a 0.48 mm (3/16 in) drill bit, then remove the adjuster cover.

   CAUTION:
   Do not damage the adjuster when removing the rivets.

8. Adjust the ignition timing by turning the adjusting screw on the ignition timing adjuster.



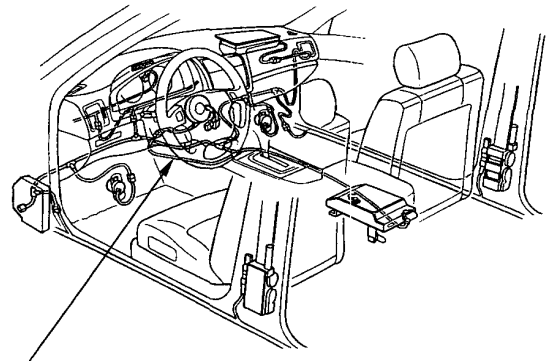
9. Reinstall the adjuster cover with new rivets, then reinstall the adjuster in the control box.

10. Remove the jumper wire from the service check connector.

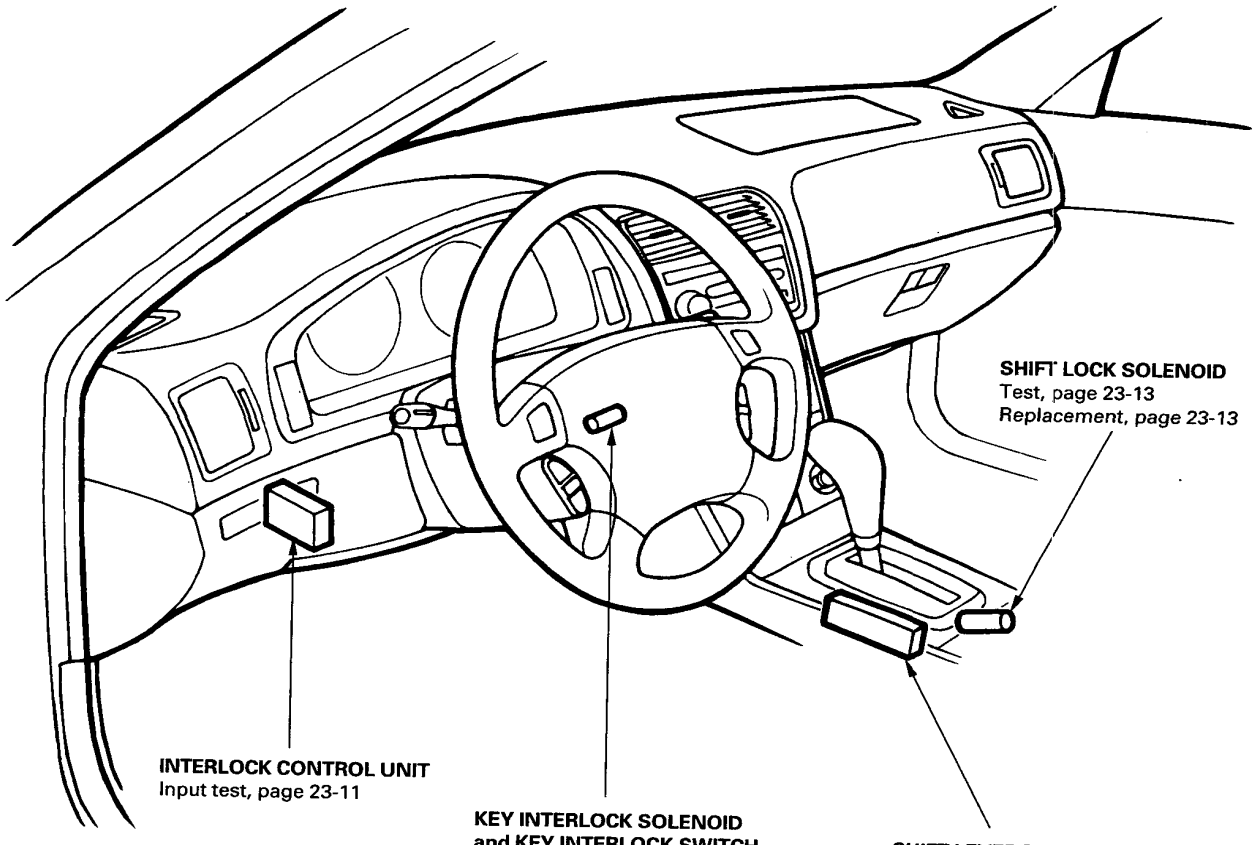
Interlock System

Component Location Index (KN model)

CAUTION:
- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



SRS MAIN HARNESS
(Covered with yellow outer insulation)



SHIFT LOCK SOLENOID
Test, page 23-13
Replacement, page 23-13

INTERLOCK CONTROL UNIT
Input test, page 23-11

KEY INTERLOCK SOLENOID and KEY INTERLOCK SWITCH
(Built into the steering lock assembly)
Test, page 23-12

SHIFT LEVER POSITION SWITCH

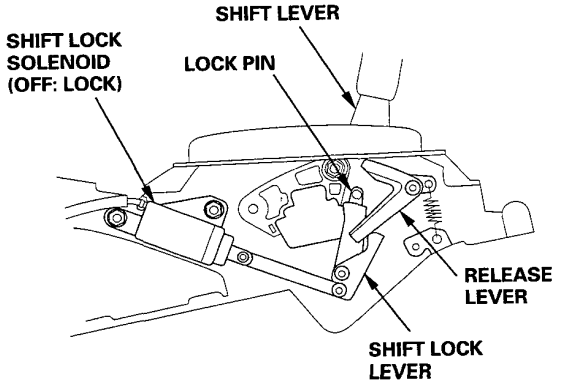
Description (KN model)

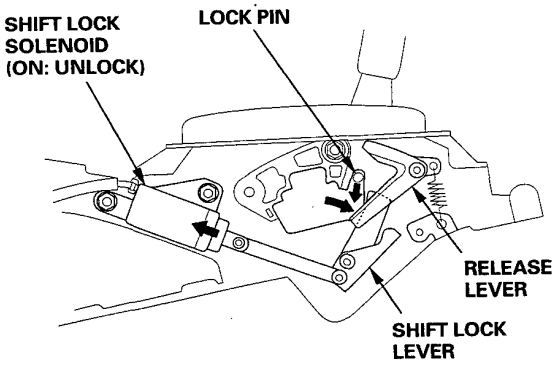
The car is equipped with the following devices to prevent inadvertent shifting:

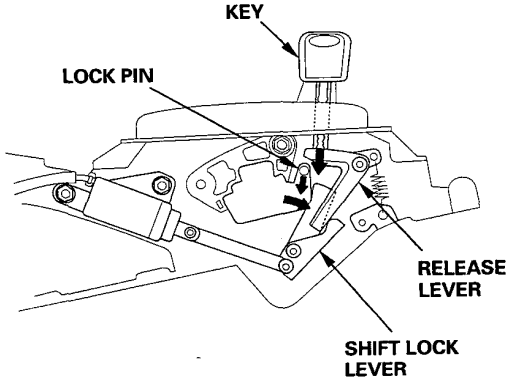
- Shift lever with shift lock
- Key cylinder with interlocked ignition key

Shift Lock System:
The shift lock system prevents the shift lever from moving to [R] or [D] from position [P] unless you step on the brake pedal.

NOTE:
In case of system malfunction, the shift lever can be released by pushing a key into the release slot near the shift lever.

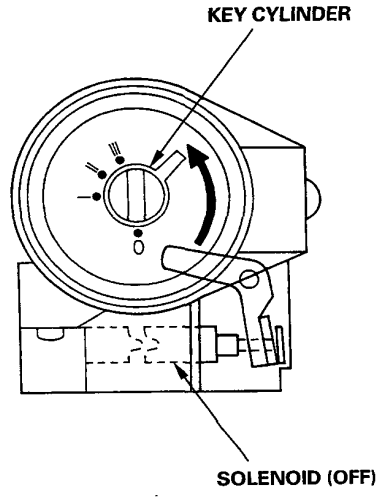




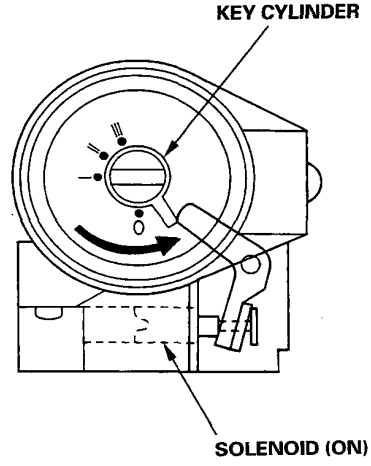


Key Interlock System:
The ignition key cannot be removed from the ignition switch unless the shift lever is in [P]. When the shift lever is in any position other than [P], a solenoid is activated, making it impossible to remove the key until the lever is moved to [P].

The shift lever is in the [P] position.

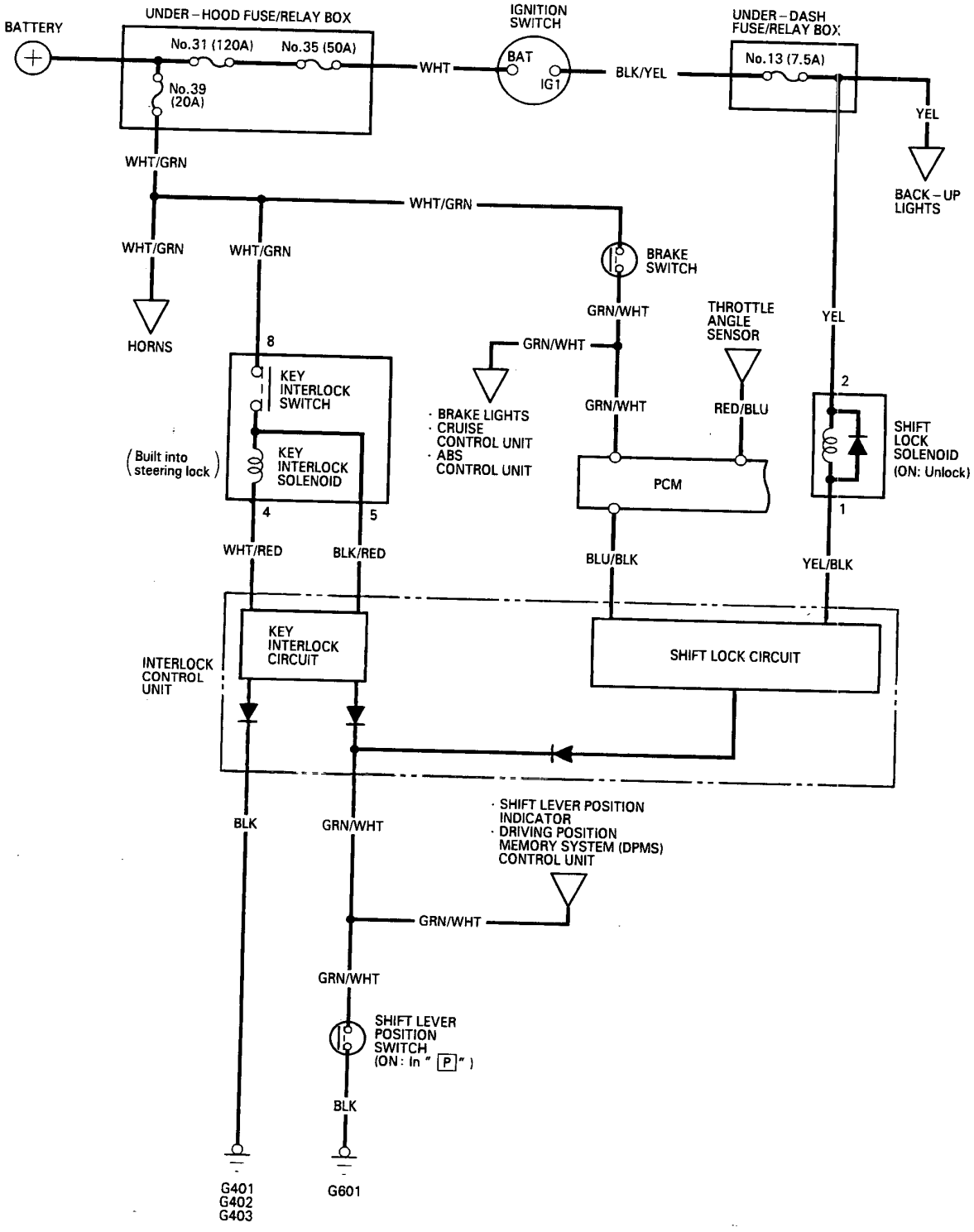


The shift lever is in any position except [P].



Interlock System

Circuit Diagram (KN model)



Control Unit Input Test (KN model)

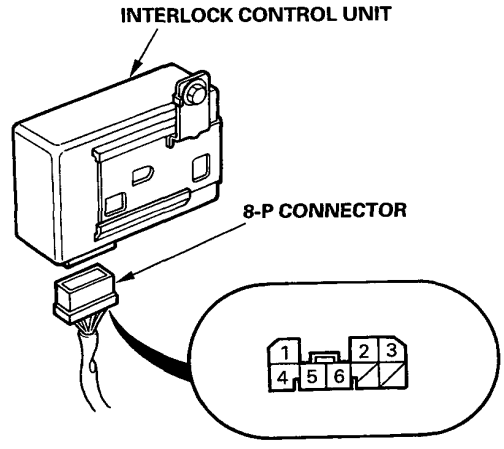
Disconnect the 8-P connector from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connector.

  —If any test indicates a problem, find and correct the cause, then recheck the system.

  —If all the input tests prove OK, the control unit must be faulty; replace it.

NOTE:
If the shift lock solenoid clicks when you step on the brake pedal with the ignition switch ON (II) (with the shift lever in [P]), the shift lock system is electronically OK. If the shift lever cannot be shifted from [P], test the shift lever position switch as described on page 23-168 in the 1991 Legend Shop Manual, 62SP000, and see section 14 of the same Shop Manual.



View from wire side

Shift Lock System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
2	BLU/BLK	Ignition switch ON (II), brake pedal pushed	Check for voltage to ground: There should be battery voltage.	• Blown No. 39 (20 A) fuse • Faulty brake switch • Faulty throttle angle sensor • Faulty PCM • An open in the wire
		Ignition switch ON (II), step on the brake pedal and the accelerator at the same time.	Check for voltage to ground: There should not be battery voltage.	
6	GRN/WHT	Shift lever in [P]	Check for continuity to ground: There should be continuity.	• Faulty shift lever position switch • Poor ground (G601) • An open in the wire
3	YEL/BLK	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 13 (7.5 A) fuse • Faulty shift lock solenoid • An open in the wire

Key Interlock System:

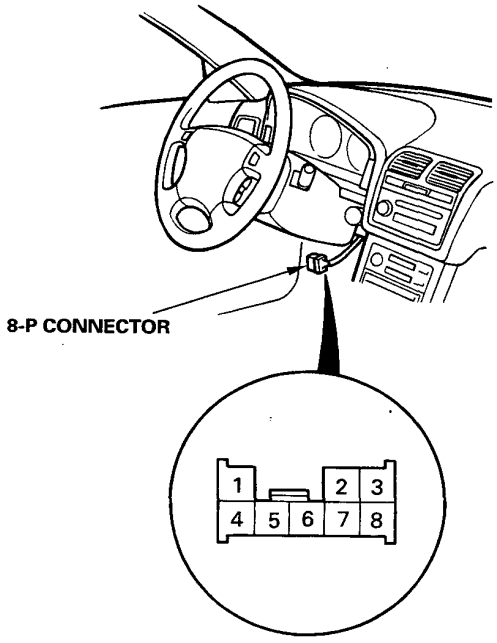
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
4	BLK	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
6	GRN/WHT	Shift lever in [P]	Check for continuity to ground: There should be continuity.	• Faulty shift lever position switch • Poor ground (G601) • An open in the wire
1	WHT/RED	Ignition switch turned to ACC (I) and the key pushed in all the way	Check for voltage to ground: There should be battery voltage.	• Blown No. 39 (20 A) fuse • Faulty steering lock assembly (key interlock solenoid) • An open in the wire
5	BLK/RED	Ignition switch turned to ACC (I) and the key pushed in all the way	Check for voltage to ground: There should be battery voltage.	• Blown No. 39 (20 A) fuse • Faulty steering lock assembly (key interlock solenoid) • An open in the wire

PCM: Powertrain control module for A/T

Interlock System

Key Interlock Solenoid Test (KN model)

1. Remove the dashboard lower cover.
2. Disconnect the 8-P connector from the main wire harness.



View from wire side

3. Check for continuity between the terminals in each switch position according to the table.

Position		Terminal 4	5	8
Ignition switch ACC (I)	Key pushed in	○—○		○—○
	Key released	○—○		

4. Check that the key cannot be removed with power and ground connected to the No. 4 and No. 8 terminals.
   - If the key cannot be removed, the key interlock solenoid is OK.
   - If the key can be removed, replace the steering lock assembly (key interlock solenoid is not available separately).

Shift Lock Solenoid Test/Replacement (KN model)

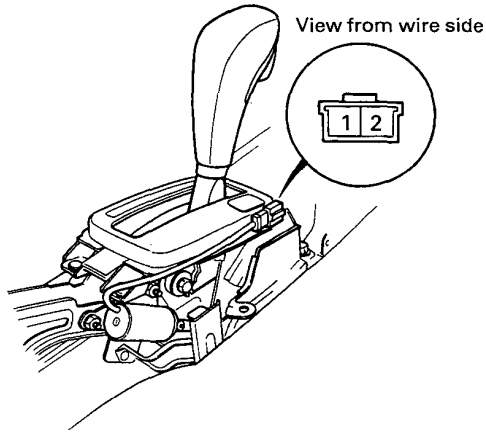
Test:

1. Remove the console, then disconnect the 3-P connector of the shift lock solenoid from the main wire harness.

   NOTE:
   This solenoid has a diode in it. To get an accurate reading, either test it with a volt-ohmmeter that compensates for diodes, or make sure you connect your test leads to match the polarity shown.

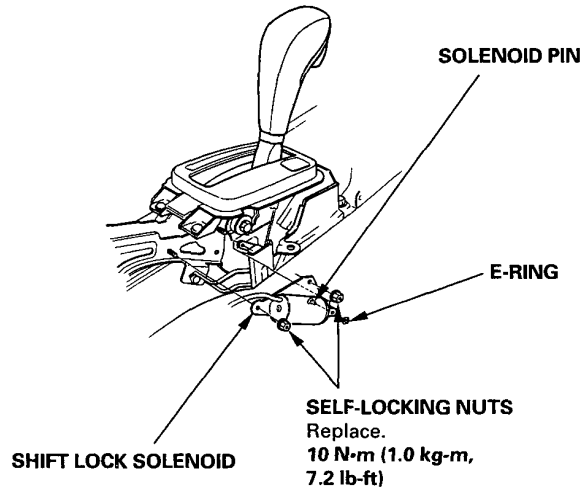
2. Connect battery power to the No. 2 terminal, ground the No. 1 terminal momentarily, and check to see if the solenoid works. If it does not work, replace it.

   NOTE:
   - When the shift lock solenoid is ON, check that there is a clearance of 2.5 ± 0.5 mm (0.098 ± 0.020 in) between the top corner of the shift lock lever and the side of the lock pin (see clearance check on this page).
   - When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the top of the shift lock lever. If it is not blocked, adjust the position of the shift lock solenoid.



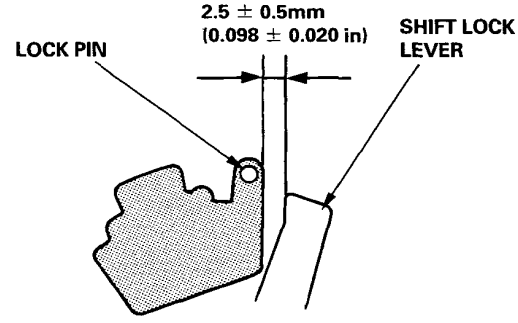
Replacement:

1. Remove the E-ring and the solenoid pin.
2. Remove the self-locking nuts and shift lock solenoid.



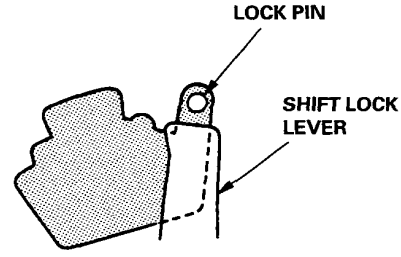
3. Install the new shift lock solenoid in the reverse order of removal, and adjust its position.

   - When the shift lock solenoid is ON, check that there is a clearance of 2.5 ± 0.5 mm (0.098 ± 0.020 in) between the top corner of the shift lock lever and the side of the lock pin, then tighten the self-locking nuts. Use brand-new self-locking nuts.



   - When the shift lock solenoid is OFF, make sure that the lock pin is blocked by the shift lock lever.

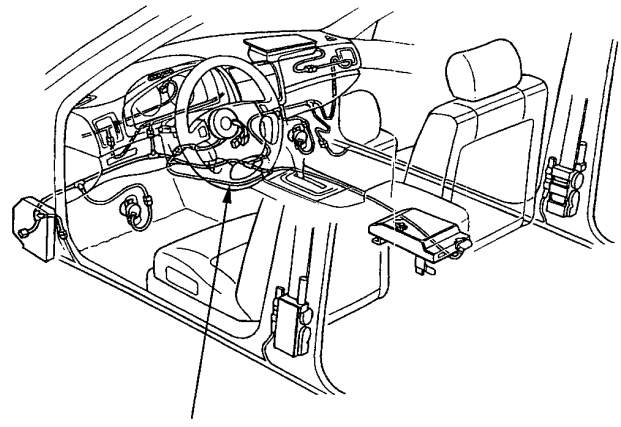
   NOTE:
   Test the solenoid after you assemble it.



Stereo Sound System

Component Location Index (KN and KW models)

CAUTION:
- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



SRS MAIN HARNESS
(Covered with yellow outer insulation)

NOTE:
Refer to the 1991 Legend (Sedan) Shop Manual, 62SP000, for the items not shown in this sub-section.

FRONT TWEETERS (KN model)
Replacement, page 23-31

FRONT PASSENGER'S DOOR SPEAKER

DRIVER'S DOOR SPEAKER

REAR SPEAKERS

RADIO REMOTE SWITCH (KN model)
Removal, page 23-30
Test, page 23-30
Cable Reel Test, page 23-29

REAR TWEETERS (KN model)
Replacement, page 23-31

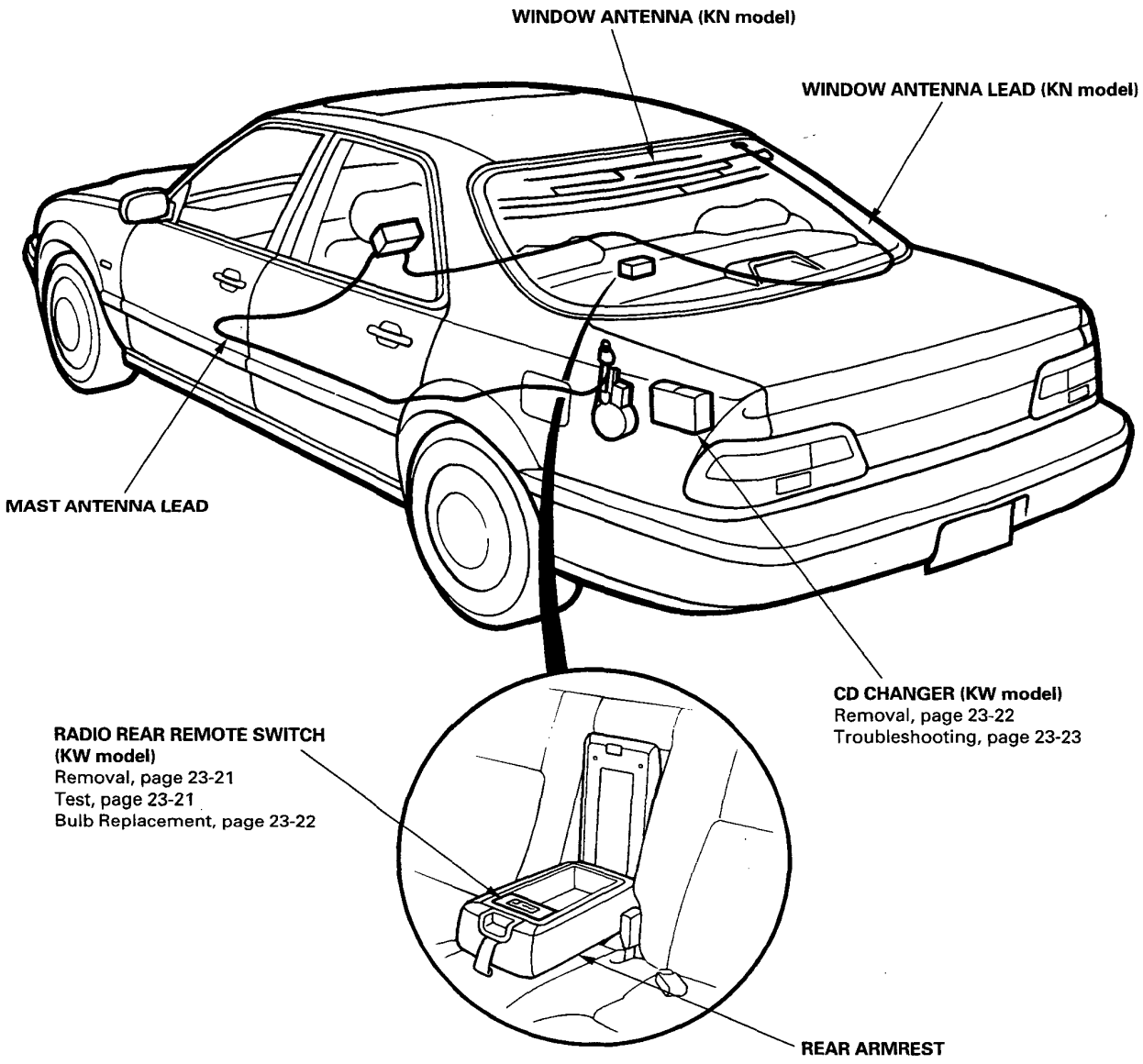
STEREO RADIO / CASSETTE PLAYER
Terminals, page 23-19

POWER ANTENNA MOTOR

AMPLIFIER (KN model)
Terminals, page 23-28
Removal, page 23-20

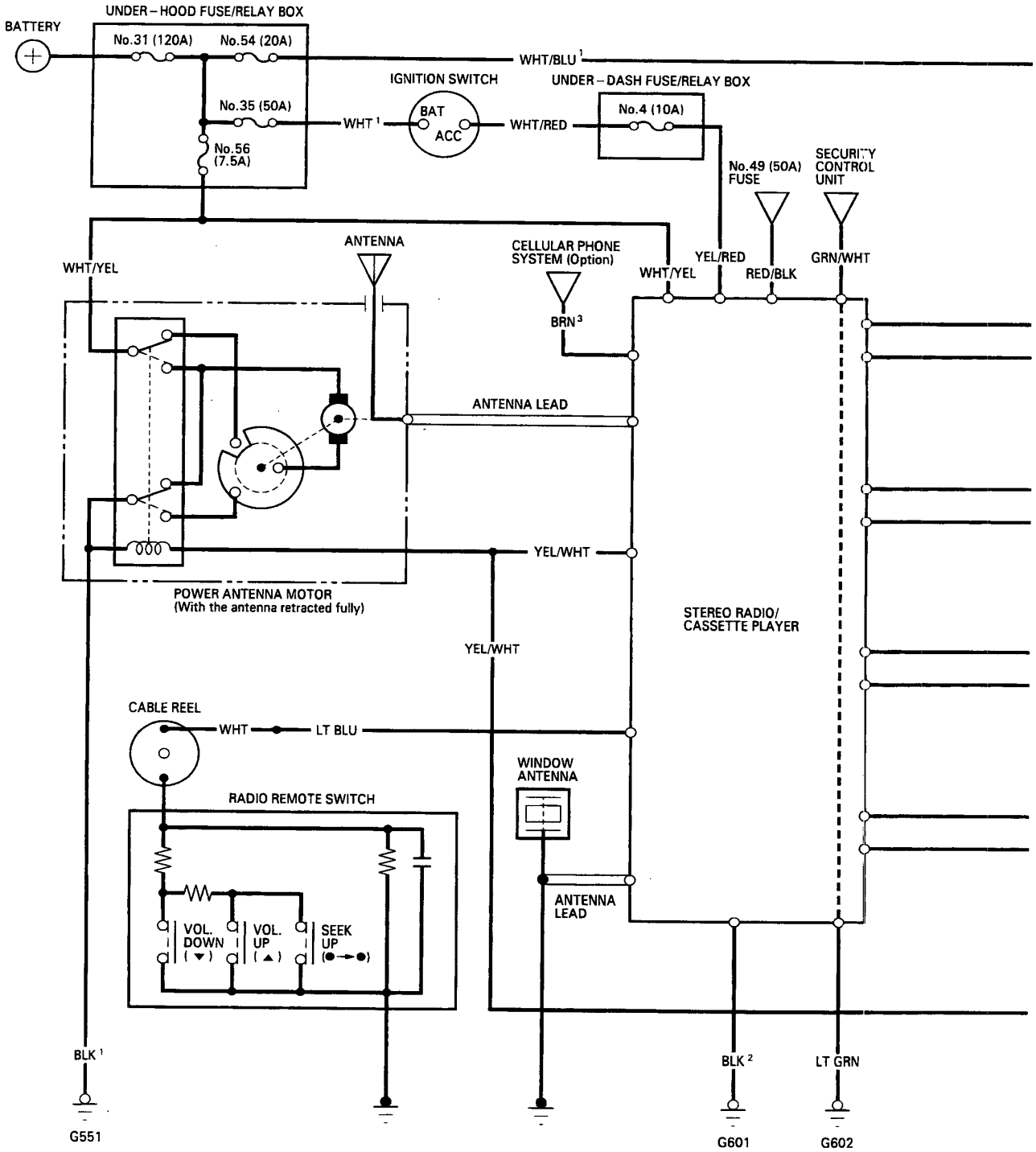
LEFT REAR BULKHEAD BRACKET

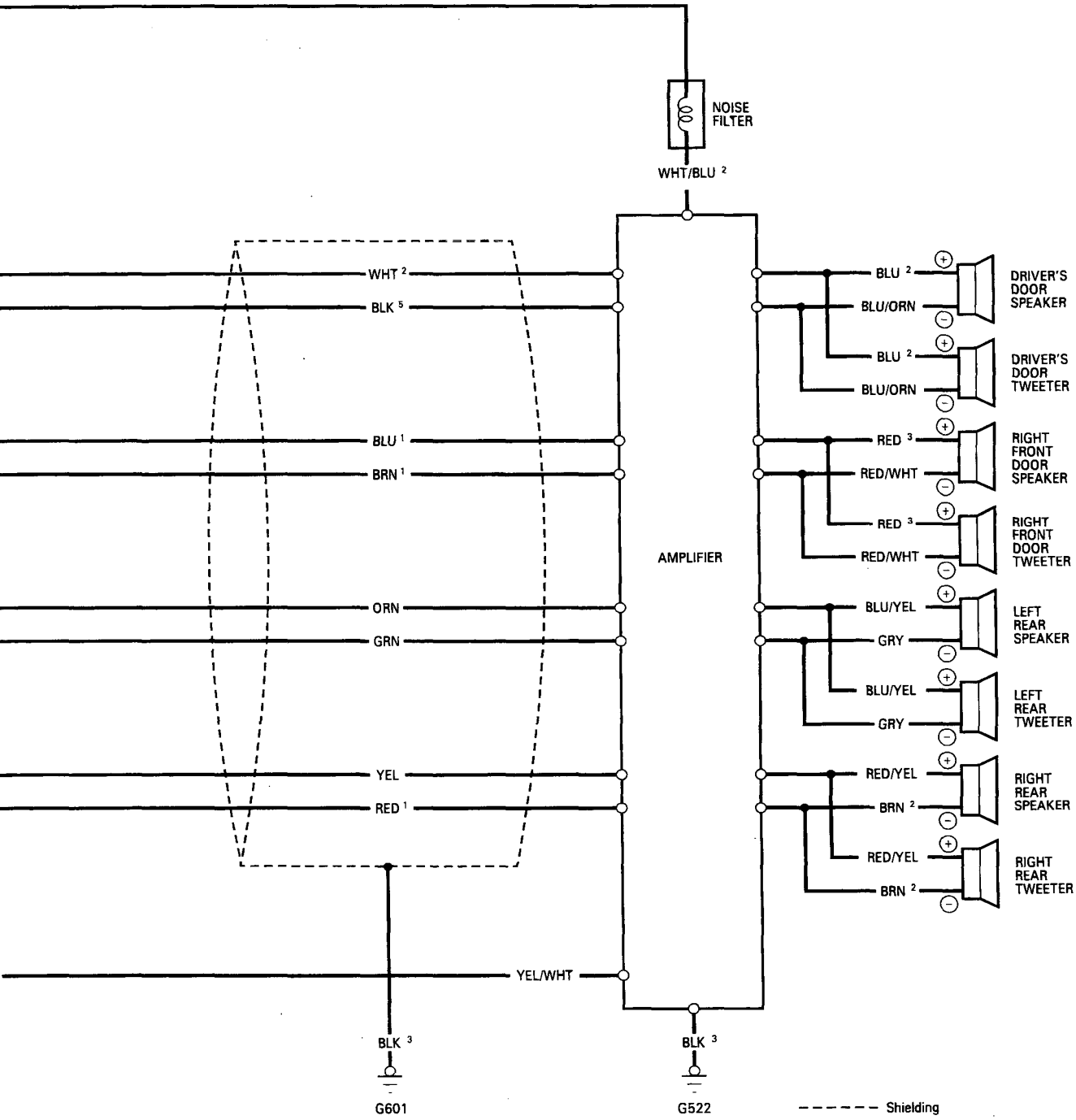
G522 (KN model)


WINDOW ANTENNA (KN model)
WINDOW ANTENNA LEAD (KN model)
MAST ANTENNA LEAD
CD CHANGER (KW model)
Removal, page 23-22
Troubleshooting, page 23-23
RADIO REAR REMOTE SWITCH
(KW model)
Removal, page 23-21
Test, page 23-21
Bulb Replacement, page 23-22
REAR ARMREST

Stereo Sound System

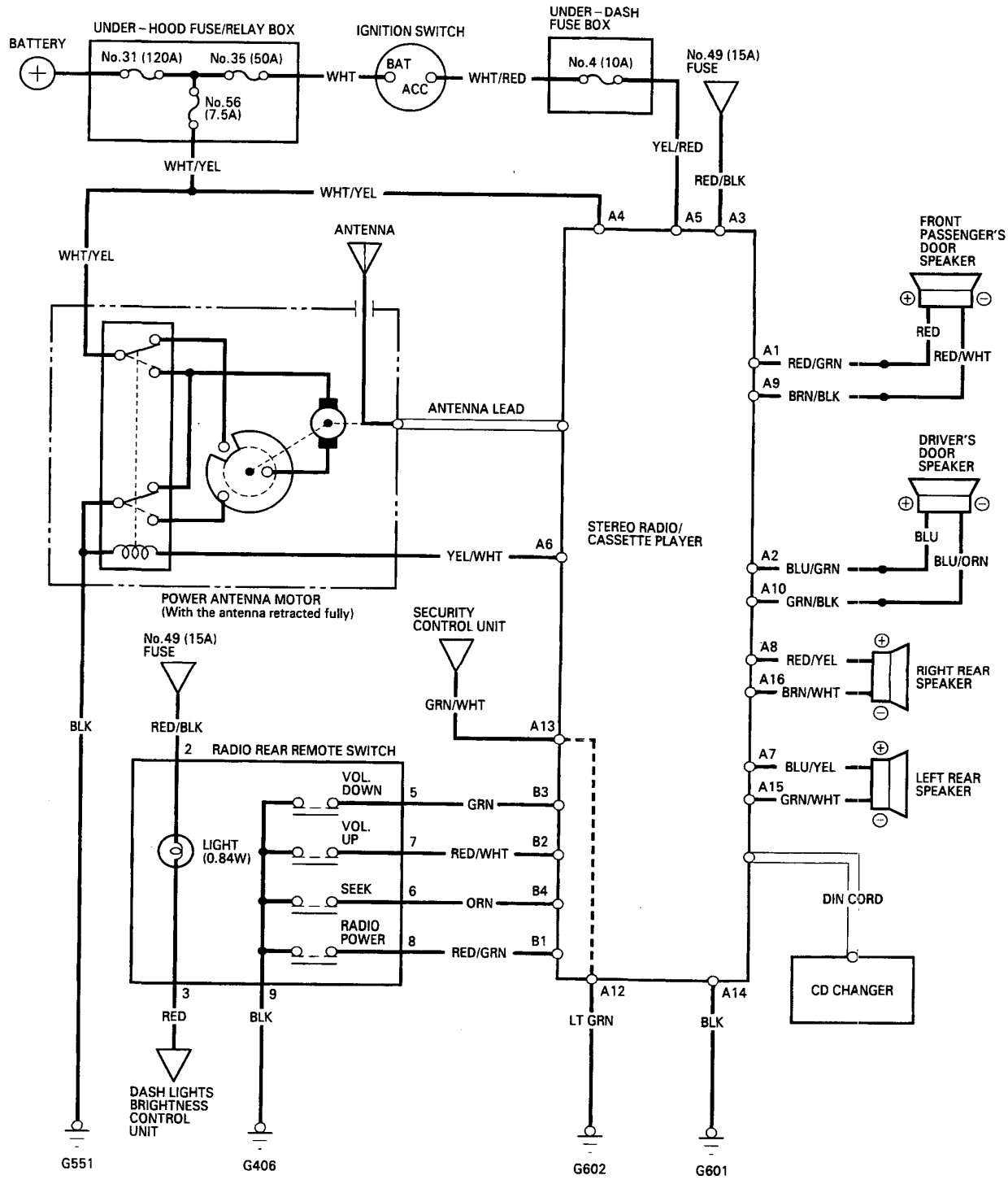
Circuit Diagram (KN model)




NOISE FILTER
WHT/BLU 2
WHT 2
BLK 5
BLU 1
BRN 1
ORN
GRN
YEL
RED 1
YEL/WHT
AMPLIFIER
BLK 3
BLK 3
G601
G522
BLU 2
BLU/ORN
DRIVER'S DOOR SPEAKER
BLU 2
BLU/ORN
DRIVER'S DOOR TWEETER
RED 3
RED/WHT
RIGHT FRONT DOOR SPEAKER
RED 3
RED/WHT
RIGHT FRONT DOOR TWEETER
BLU/YEL
GRY
LEFT REAR SPEAKER
BLU/YEL
GRY
LEFT REAR TWEETER
RED/YEL
BRN 2
RIGHT REAR SPEAKER
RED/YEL
BRN 2
RIGHT REAR TWEETER
Shielding

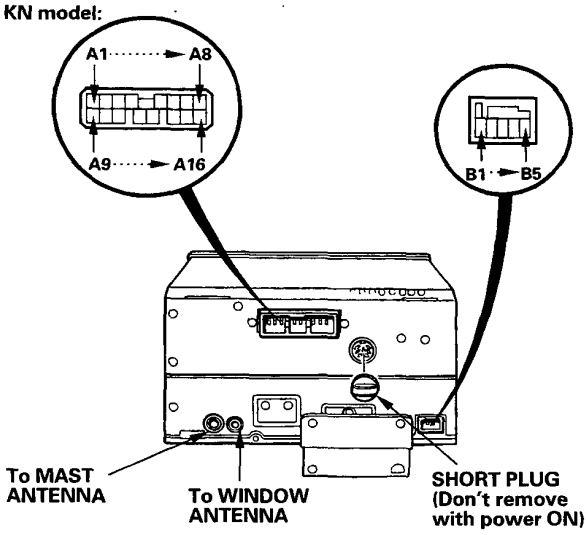
Stereo Sound System

Circuit Diagram (KW model)



Unit Terminals (KN and KW models)

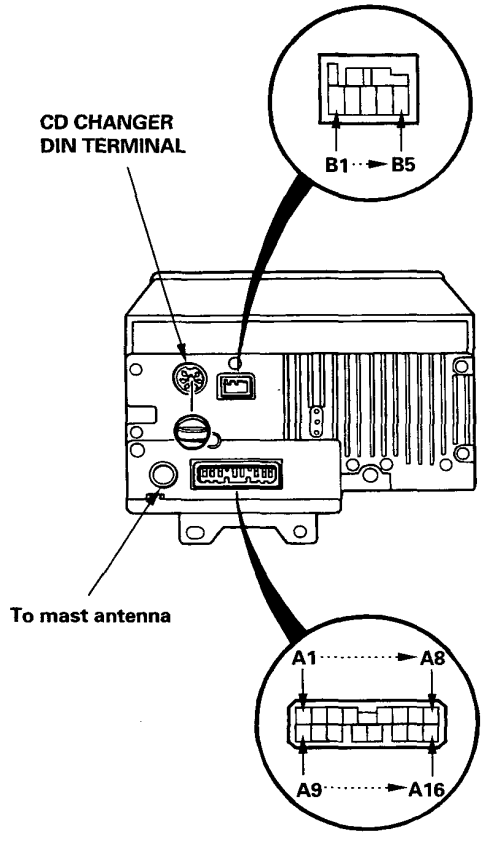
KN model:



Terminal	Wire	Connects to
A1	BLU	Right front door speaker/tweeter ⊕ (Via amplifier)
A2	WHT	Driver's door speaker/tweeter ⊕ (Via amplifier)
A3	RED/BLK	Lights-on signal
A4	WHT/YEL	Constant power (Tuning memory)
A5	YEL/RED	ACC (Main stereo power supply)
A6	YEL/WHT	Power to antenna and amplifier with radio switch ON
A7	ORN	Left rear speaker/tweeter ⊕ (Via amplifier)
A8	YEL	Right rear speaker/tweeter ⊕ (Via amplifier)
A9	BRN	Right front door speaker/tweeter ⊖ (Via amplifier)
A10	BLK	Driver's door speaker/tweeter ⊖ (Via amplifier)
A11	BRN	Cellular phone mute signal
A12	GRN/WHT	Security (IN)
A13	LT GRN	Security (OUT)
A14	BLK	Ground (G601)
A15	GRN	Left rear speaker/tweeter ⊖ (Via amplifier)
A16	RED	Right rear speaker/tweeter ⊖ (Via amplifier)

Terminal	Wire	Connects to
B1	–	(Not used)
B2	–	(Not used)
B3	–	(Not used)
B4	–	(Not used)
B5	LT BLU	Radio remote switch

KW model:



(cont'd)

Stereo Sound System

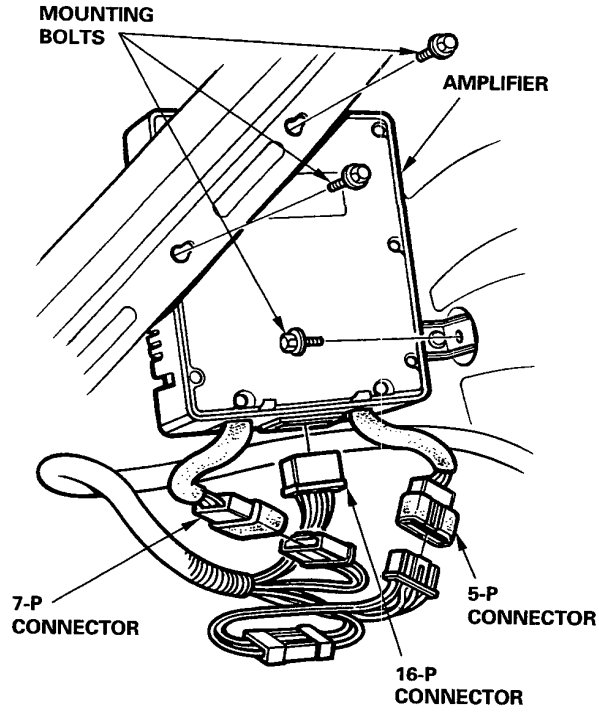
Unit Terminals (cont'd) (KN and KW models)

Terminal	Wire	Connects to
A1	RED/GRN	Front passenger's door speaker ⊕
A2	BLU/GRN	Driver's door speaker ⊕
A3	RED/BLK	Lights-on signal
A4	WHT/YEL	Constant power (Tuning memory)
A5	YEL/RED	ACC (Main stereo power supply)
A6	YEL/WHT	Radio switched power (To antenna)
A7	BLU/YEL	Left rear speaker ⊕
A8	RED/YEL	Right rear speaker ⊕
A9	BRN/BLK	Front passenger's door speaker ⊖
A10	GRY/BLK	Driver's door speaker ⊖
A11	—	Not used
A12	LT GRN	Security (OUT)
A13	GRN/WHT	Security (IN)
A14	BLK	Ground (G601)
A15	GRY/WHT	Left rear speaker ⊖
A16	BRN/WHT	Right rear speaker ⊖

Terminal	Wire	Connects to
B1	RED/GRN	Radio rear remote switch (Power supply)
B2	RED/WHT	Radio rear remote switch (Vol. up)
B3	GRN	Radio rear remote switch (Vol. down)
B4	ORN	Radio rear remote switch (Seek)
B5	—	Not used

Amplifier Removal (KN model)

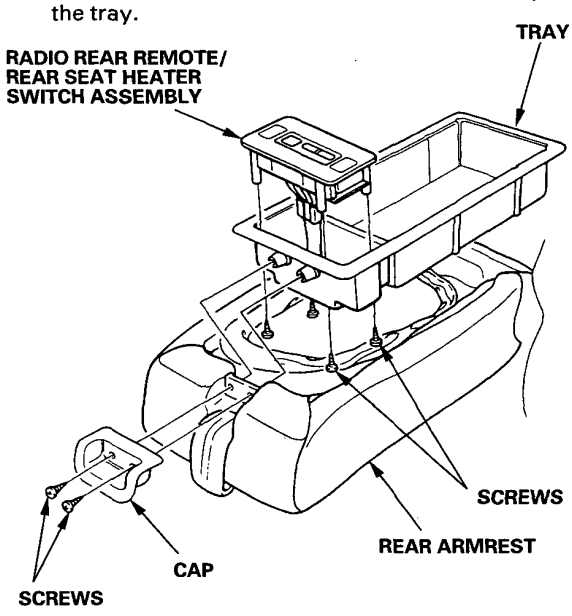
1. Remove the rear seat.
2. Remove the three mounting bolts.
3. Disconnect the 5-P, 7-P and 16-P connectors, and take out the amplifier.



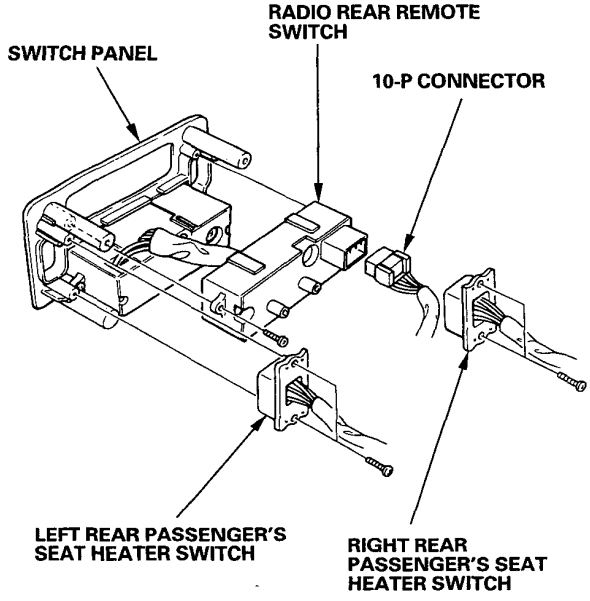
4. Install in the reverse order of removal.

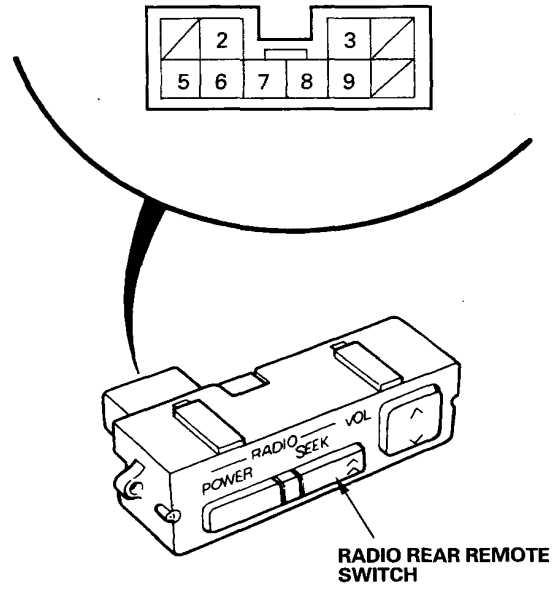
Radio Rear Remote Switch Removal/Test (KW model)

1. Pull out the rear armrest, then remove the two screws and the cap.
2. Remove the four screws, then remove the radio rear remote/rear seat heater switch assembly from the tray.



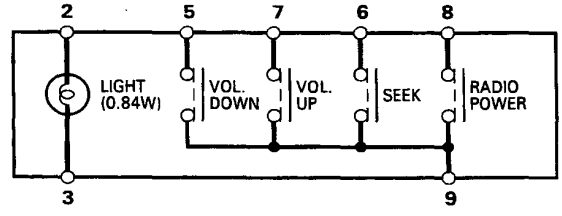
3. Remove the four screws, then remove the rear seat heater switches.
4. Disconnect the 10-P connector, and remove the two screws, then remove the radio rear remote switch from the switch panel.





5. Check for continuity between the terminals in each switch position according to the table.

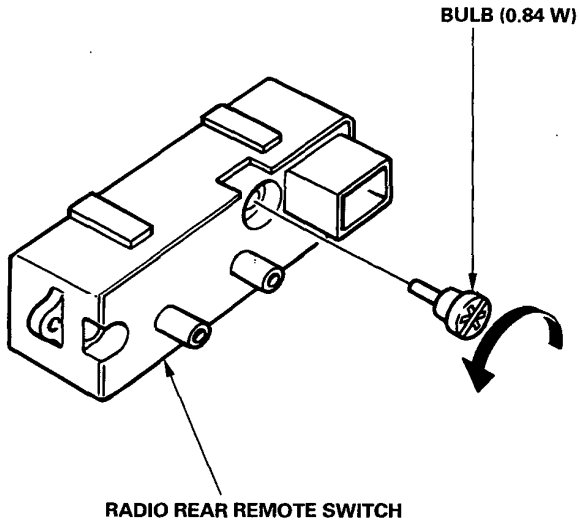
Switch \ Terminal	2		3	5	6	7	8	9
POWER							○	○
SEEK ≪					○			○
VOL. (UP) ^	○		○			○		○
VOL. (DOWN) ˇ				○				○



Stereo Sound System

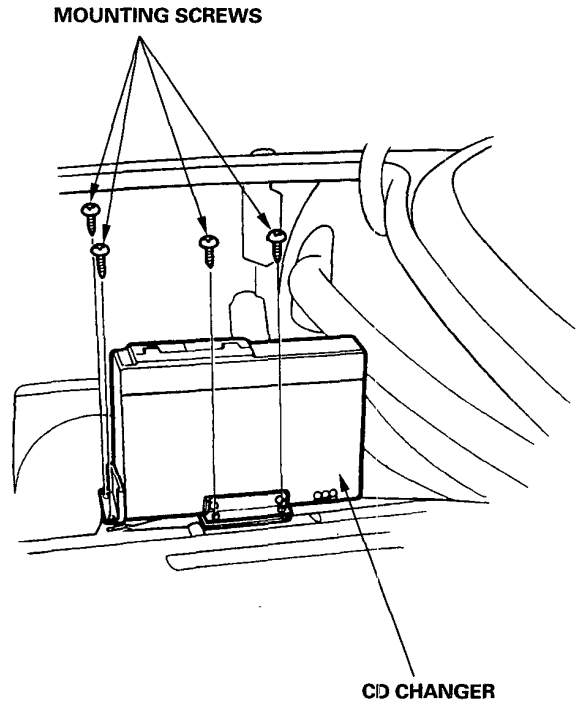
Bulb Replacement (KW model)

1. Remove the radio rear remote switch (see page 23-21).
2. Turn the bulb counterclockwise to remove it from the switch, then replace the bulb.



CD Changer Removal (KW model)

1. Remove the trunk left side inner trim panel.
2. Disconnect the DIN cord from the CD changer.
3. Remove the four mounting screws, then remove the CD changer.



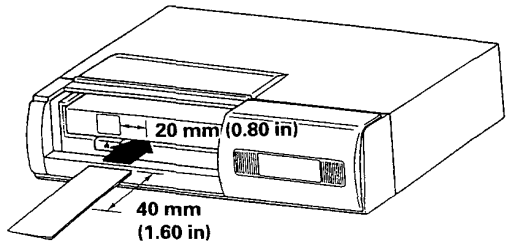
CD Changer Troubleshooting (KW model)

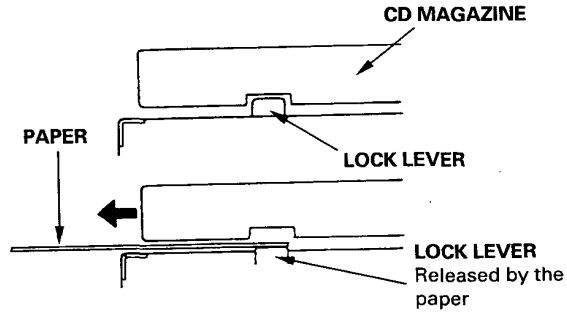
1. When troubleshooting the CD changer, bear following in mind:

- **CD Changer Protection Circuit**
  If the CD changer warms up to a temperature of 75 – 85 °C (167 – 185 °F), the protection circuit will shut it down to prevent damage. In such a case let the trunk cool down.

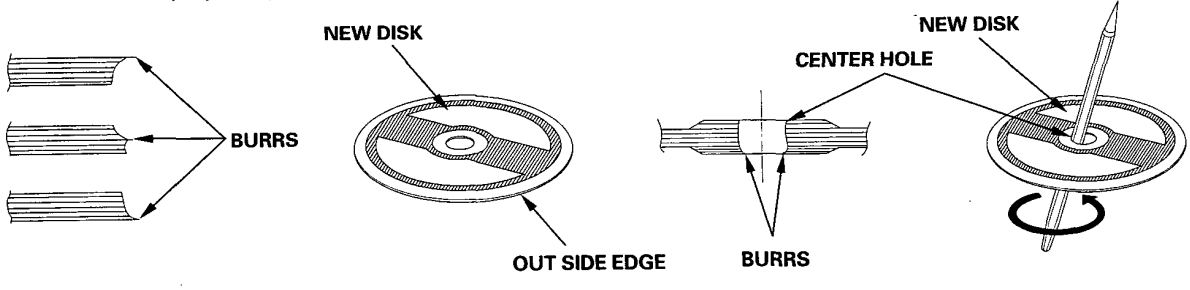
- **Moisture on the Pickup Lens**
  The changer does not work if there is moisture on the pickup lens. In such a case, wait one hour until the moisture evaporates.

- **Removal of the CD Magazine**
  If the CD magazine cannot be ejected, open the dust cover, and insert a piece of thick paper (for example, a folded business card or something similar) about 40 mm (1.60 in) deep into the space between the CD magazine and the changer as shown below. The paper will release the lock lever, and the magazine will slide out.



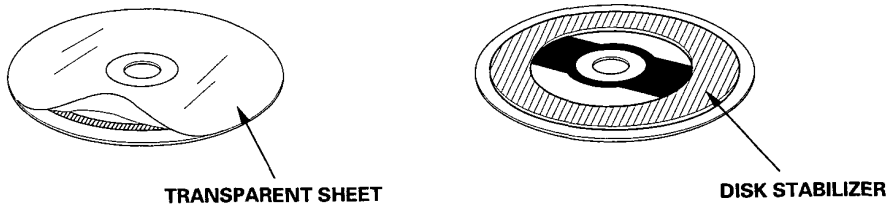


- **Problems Caused by New CDs**
  It may happen that the CD changer will not take a new CD out from the magazine, and that the CD following the new one will be played instead. This is caused by burrs in the center hole, which prevent the new CD to be set correctly. To deburr, use a pen or similar item as shown. If there are burrs at the outside edge of a new CD, the CD may get caught in the magazine. As it cannot be taken out or returned then, a selected CD will not be played or the same CD will be played repeatedly.



- **Problems Caused by CD Accessoirs**
  There are various accessoirs for CD surface protection and for improving CD sound quality on the market. Most of these however, change the thickness or diameter of the CDs, and may cause CD changer malfunction.

Examples:



- **Problems Caused by Wrong CD Handling**
  Stained CD surfaces (fingerprints, and so on), labels stuck on the CD, or CDs which were exposed to direct sunlight, high temperatures or high humidity may also be a reason for CD changer malfunction.

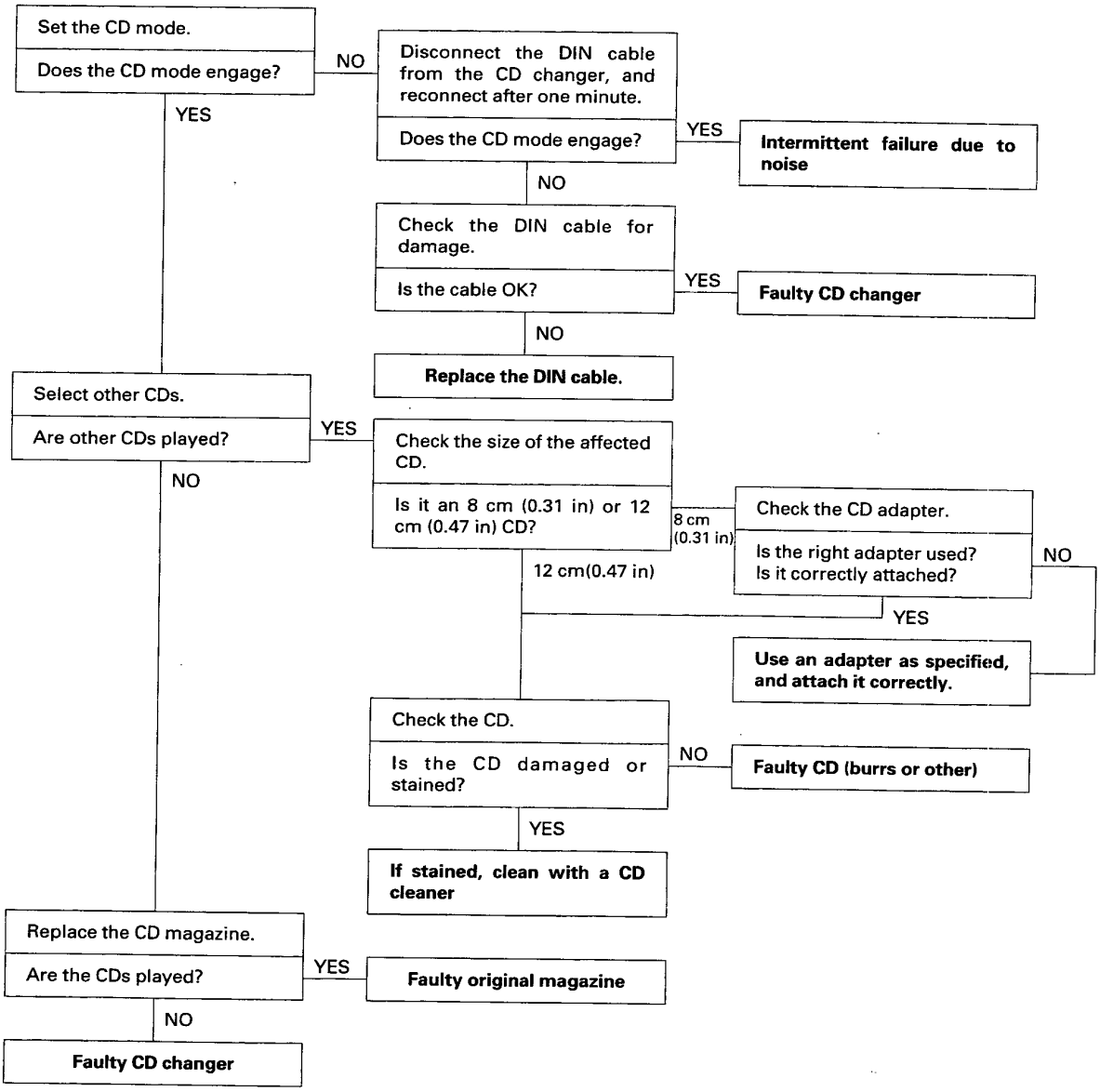
(cont'd)

CD Changer Troubleshooting (KW model) (cont'd)

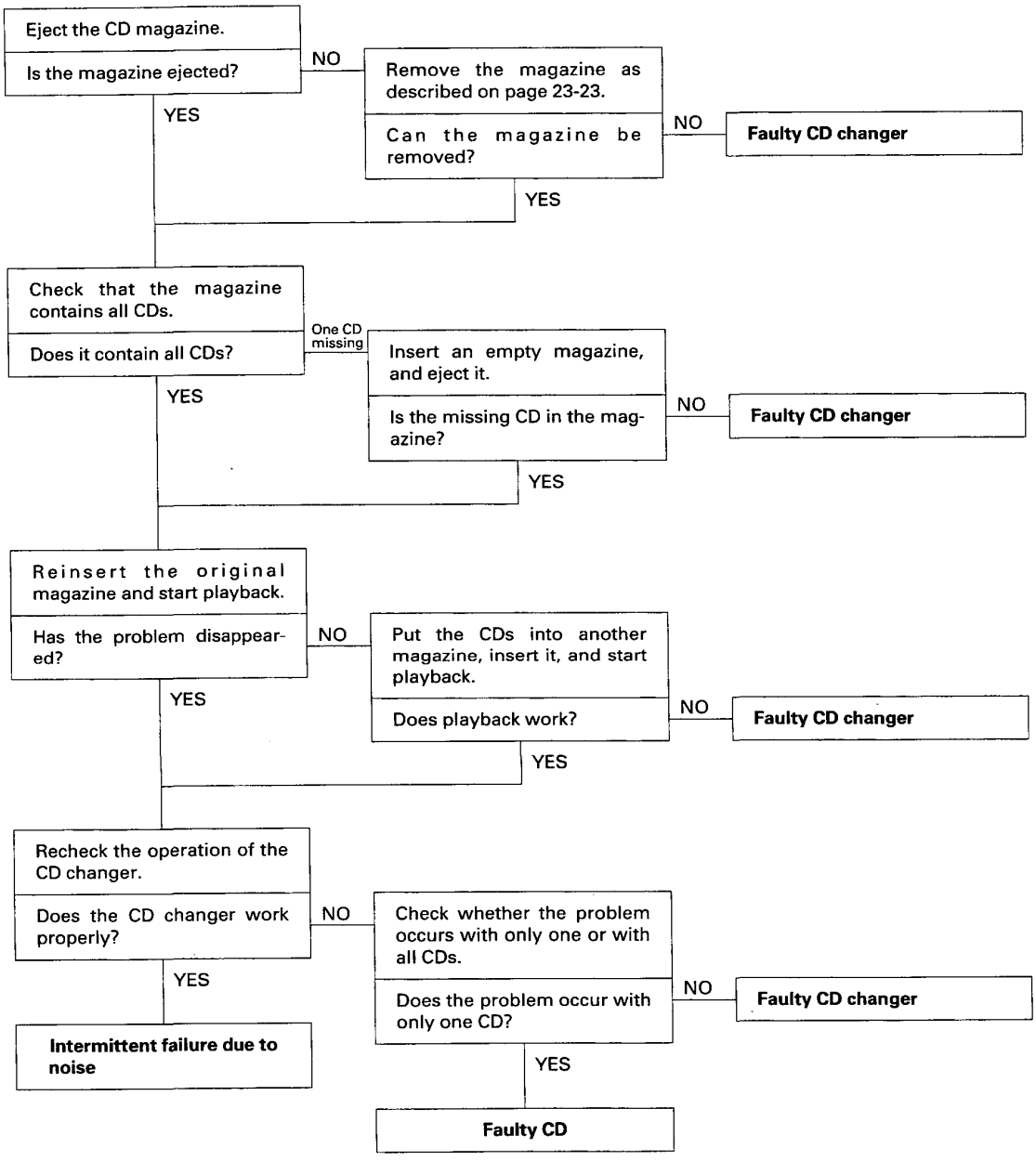
2. Select the flowchart for the symptom you want to troubleshoot:

Symptom	Chart	Page
CD isn't played.	A	23-24
CD changer doesn't work with error code indicated.	B	23-25
Sound drop-outs during playback	C	23-27

- **Flowchart A**



- **Flowchart B**



(cont'd)

Stereo Sound System

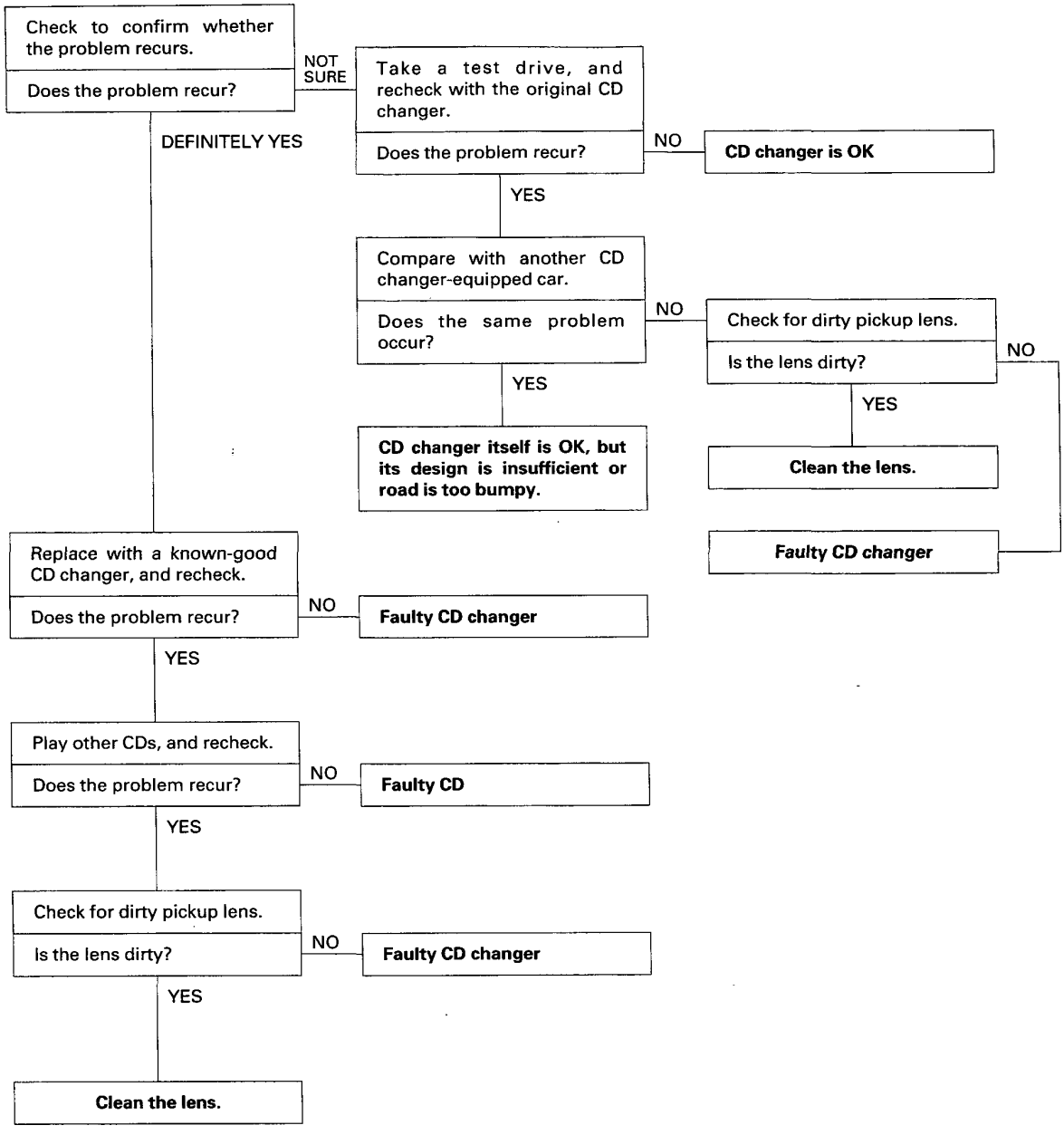
CD Changer Troubleshooting (KW model) (cont'd)

Troubleshooting of Error Codes

If one of following error codes is indicated on the display of the stereo radio/cassette player, test and troubleshoot as described below.

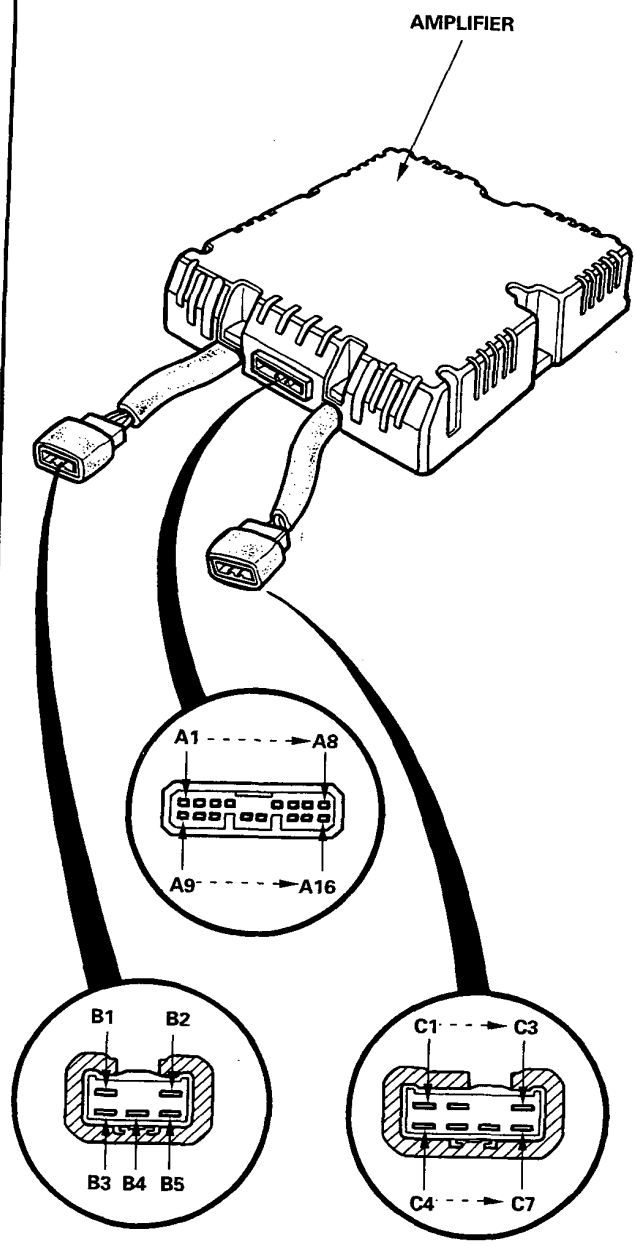
Error Code	Problem	Corrective Action
E-01	CD changer malfunction	Eject the magazine. If the code disappears, the CD changer is OK. If the code stays on, recheck with a known-good CD changer.
E-02	CD is caught inside the CD changer.	To recover the CD, eject the magazine, and replace it with an empty magazine. Then eject the new magazine.
E-03 E-04 E-05	Intermittent malfunction of CD changer	If the code disappears after several seconds, the CD changer is OK. If the code stays on, recheck with a known-good CD changer.
E-06	Intermittent malfunction of CD changer	If the code disappears after ejecting the magazine, the CD changer is OK. If the code stays on, recheck with a known-good CD changer.
E-07	CD magazine cannot be ejected	Check the seat of the magazine, correct if necessary, and eject. If the magazine is ejected, and the code disappears, the CD changer is OK. If the code stays on, and the magazine can neither be ejected nor removed, recheck with a known-good CD changer.
--H	In-car temperature is too high (50 °C [122 °F] or more)	Wait until the temperature in the car has lowered, then start CD play.
E-EE	No connection between CD changer and stereo/radio cassette player	Check the DIN cable and its connections.
---	CD magazine isn't inserted	Insert the magazine into the CD changer.

• **Flowchart C**


Check to confirm whether the problem recurs.
Does the problem recur?
NOT SURE
Take a test drive, and recheck with the original CD changer.
Does the problem recur?
NO
CD changer is OK
DEFINITELY YES
YES
Compare with another CD changer-equipped car.
Does the same problem occur?
NO
Check for dirty pickup lens.
Is the lens dirty?
NO
YES
Clean the lens.
YES
CD changer itself is OK, but its design is insufficient or road is too bumpy.
Faulty CD changer
Replace with a known-good CD changer, and recheck.
Does the problem recur?
NO
Faulty CD changer
YES
Play other CDs, and recheck.
Does the problem recur?
NO
Faulty CD
YES
Check for dirty pickup lens.
Is the lens dirty?
NO
Faulty CD changer
YES
Clean the lens.

Stereo Sound System

Amplifier Terminals (KN model)



Terminal	Wire	Connects to
A1	ORN	Radio/Left rear speaker ⊕
A2	GRN	Radio/Left rear speaker ⊖
A3	YEL	Radio/Right rear speaker ⊕
A4	RED	Radio/Right rear speaker ⊖
A5	BLU	Radio/Right front speaker ⊕
A6	BRN	Radio/Right front speaker ⊖
A7	WHT	Radio/Left front speaker ⊕
A8	BLK	Radio/Left front speaker ⊖
A9	—	(Not used)
A10	—	(Not used)
A11	—	(Not used)
A12	—	(Not used)
A13	—	(Not used)
A14	—	(Not used)
A15	—	(Not used)
A16	YEL/WHT	Power (With radio switch ON)

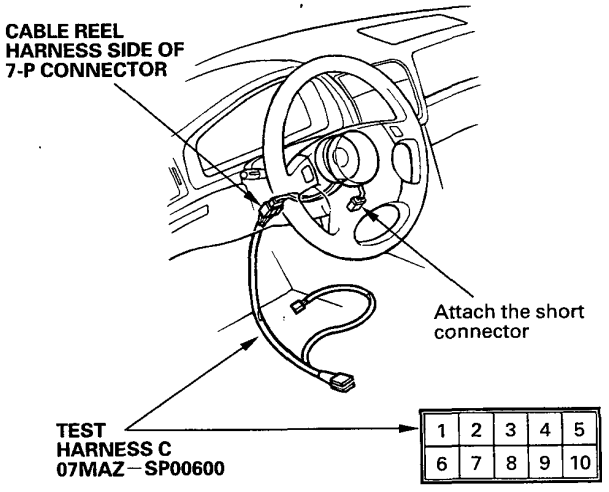
B1	RED/YEL	Right rear speaker/tweeter ⊕
B2	BLU/YEL	Left rear speaker/tweeter ⊕
B3	BRN	Right rear speaker/tweeter ⊖
B4	—	(Not used)
B5	GRY	Left rear speaker/tweeter ⊖

C1	RED	Right front speaker/tweeter ⊕
C2	—	(Not used)
C3	BLU	Left front speaker/tweeter ⊕
C4	RED/WHT	Right front speaker/tweeter ⊖
C5	WHT/BLU	Constant power
C6	BLK	Ground (G522)
C7	BLU/ORN	Left front speaker/tweeter ⊖

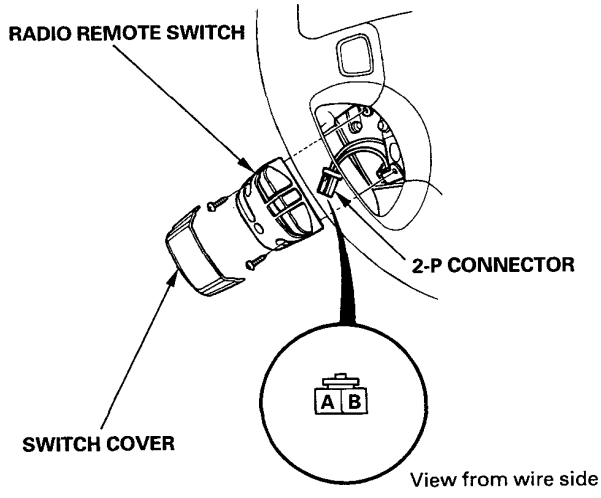
Cable Reel Harness Test (KN model)

CAUTION:
Disconnect the battery negative cable and then the positive cable. Connect the short connector to the airbag assembly.
(See page 23-47 of the 1993 Legend Shop Manual Supplement 62SP021.)

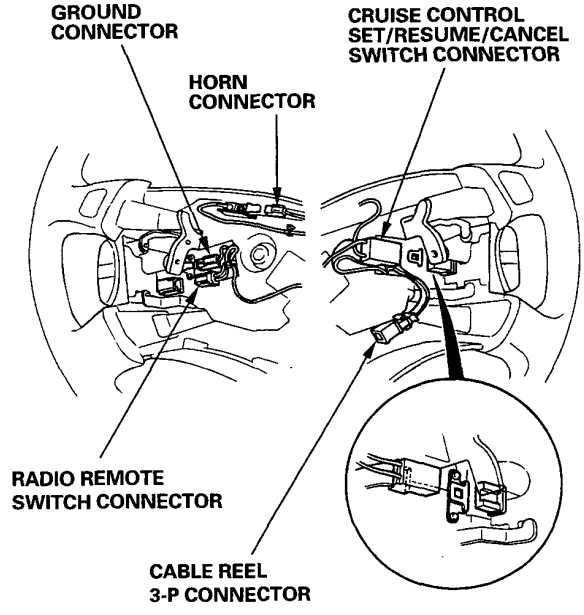
1. Disconnect the cable reel 7-P connector from the SRS main harness, and connect Test Harness C only to the cable reel side of the 7-P connector.



2. Separate the radio remote switch (see page 23-30).
3. Disconnect the 2-P connector from the radio remote switch.



4. Check for continuity between the No. 7 and B terminals. There should be continuity.
   - If there is no continuity, replace the cable reel.
   - If there is continuity, go to step 5.
5. Check for continuity between the A terminal and body ground. There should be continuity.
   - If there is no continuity, go to step 6.
6. Remove the airbag (see page 23-76 of 1993 Legend Shop Manual Supplement 62SP021).
7. Disconnect the ground connector, then check for continuity between the A terminal and ground connector. There should be continuity.
   - If there is no continuity, replace the cable reel.

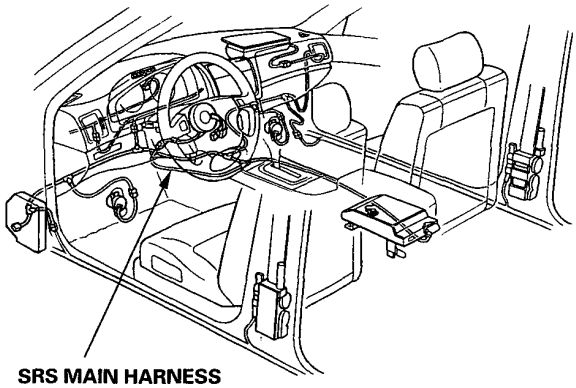


Stereo Sound System

Radio Remote Switch Removal (KN model)

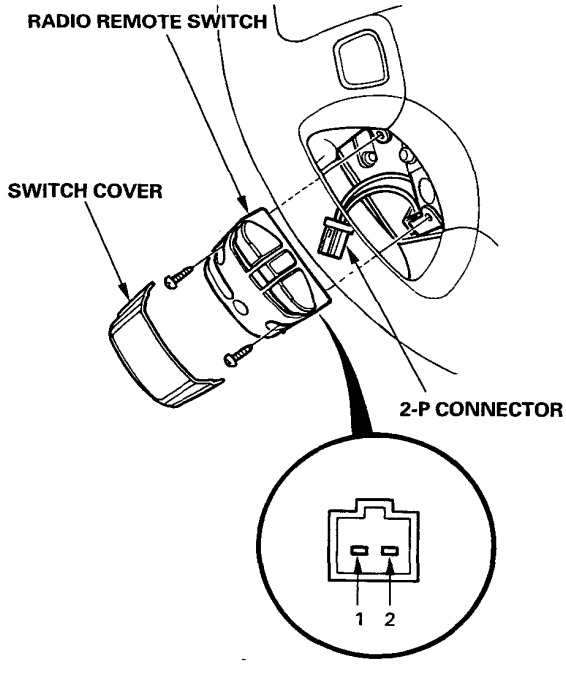
CAUTION:

- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



SRS MAIN HARNESS
(Covered with yellow outer insulation)

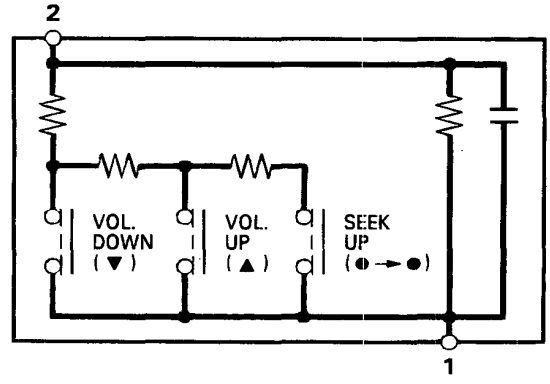
1. Remove the switch cover from the radio remote switch.
2. Remove the radio remote switch from the steering wheel by removing the two screws, and disconnect the 2-P connector.



Radio Remote Switch Test (KN model)

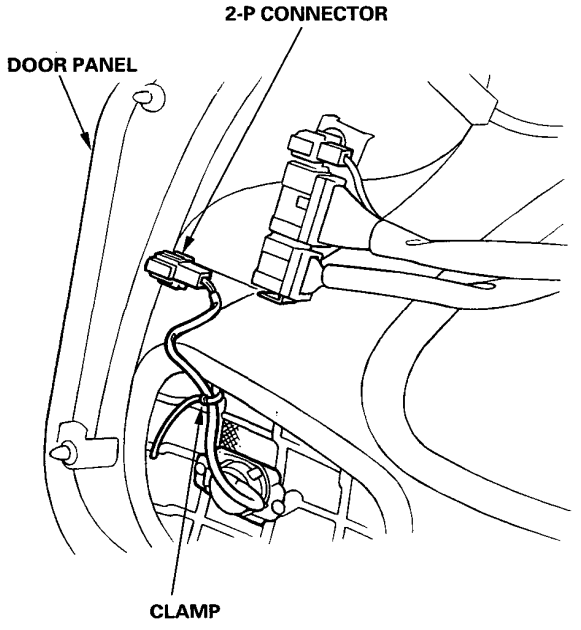
1. Remove the remote switch from the steering wheel.
2. Measure resistance between the No. 1 and No. 2 terminals in each switch position according to the table.

Position	Resistance
OFF	Approx. 3.6 kΩ
●→● (SEEK)	Approx. 800 Ω
▲ (VOL. UP)	Approx. 350 Ω
▼ (VOL. DOWN)	Approx. 100 Ω

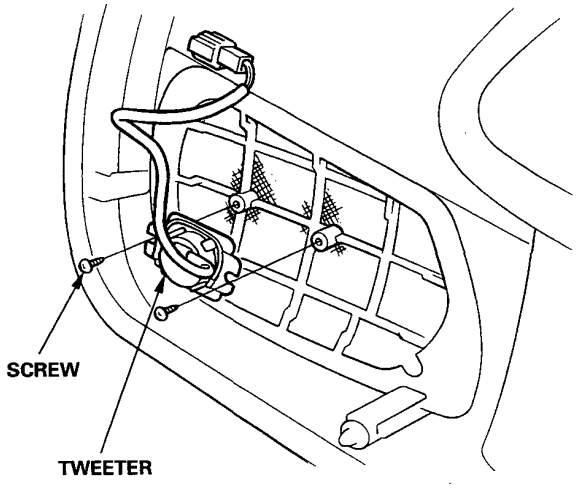


Front Tweeter Replacement (KN model)

1. Remove the front door panel.
2. Remove the 2-P connector from the other connectors, and remove the clamp from the door panel.

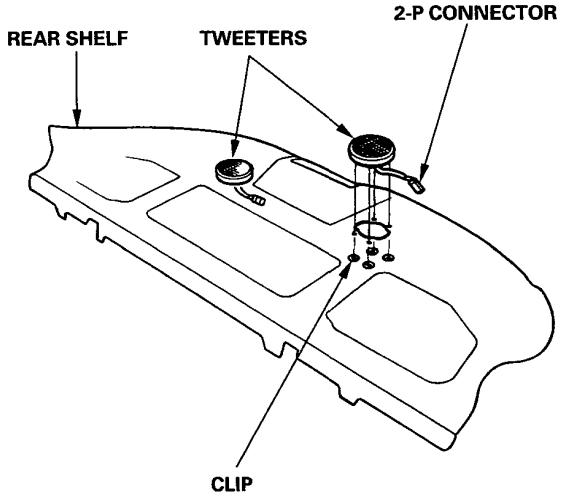


3. Remove the two screws, and replace the tweeter.



Rear Tweeter Replacement (KN model)

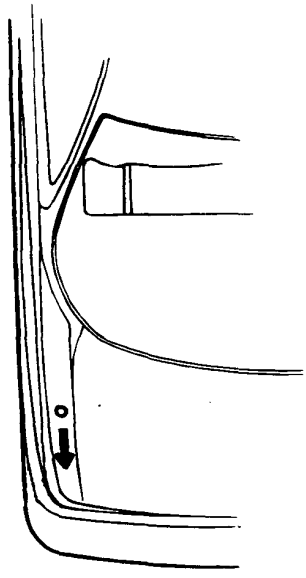
1. Remove the rear speakers.
2. Remove the rear shelf, and disconnect the 2-P connector from the tweeter.
3. Remove the clips, and replace the tweeter.



Stereo Sound System

Antenna Mast Installation

1. Carefully direct the teeth of the antenna mast drive cable as shown, and insert the drive cable into the antenna housing.

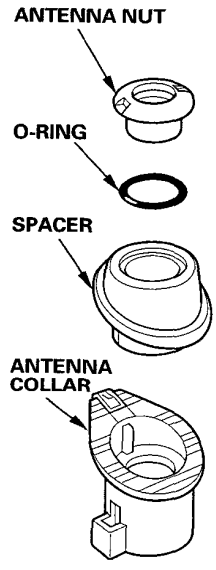


Direction of the teeth

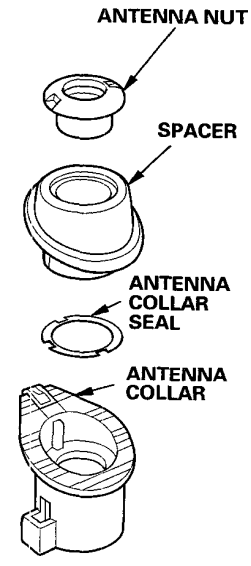
2. Check for engagement of the cable teeth to the drive gear by carefully moving the cable up and down.
3. Clean the antenna mast housing threads.
4. Turn the radio switch "OFF", and let the motor pull the drive cable inside the antenna housing.
5. Install the bushing and spacer.
6. Tighten the antenna nut.
   2.3 N·m (0.23 kg-m, 1.7 lb-ft)

NOTE:
There are now two types of antenna nuts — those with an O-ring (new type) and those without an O-ring — which require different spacers. To prevent a leak, make sure that
- —there is no antenna collar seal in the antenna collar when using a nut with an O-ring. If necessary, remove the seal.
- —there is an antenna collar seal in the antenna collar when using a nut without an O-ring. If necessary, install a seal.
- —the spacer matches the type of antenna nut.

With O-ring: (New type)



Without O-ring:

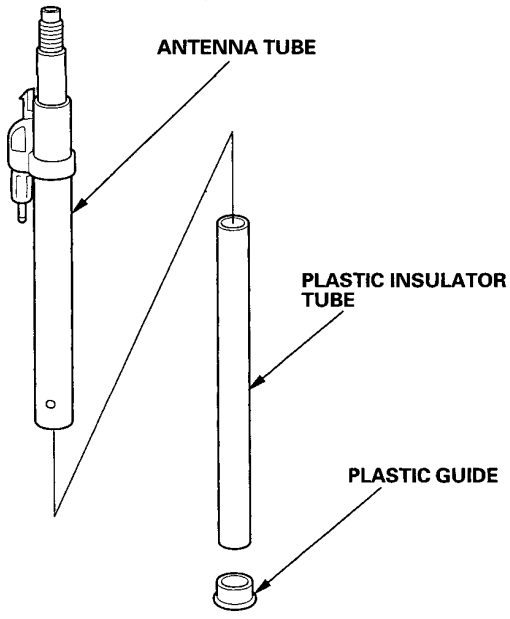


7. Check that the antenna mast extends and retracts fully when the radio switch is turned ON and OFF repeatedly. If you overtighten the nut, the antenna may stick. If sticking occurs, back the nut off a little, then raise and lower the antenna again. Repeat until the antenna moves freely.

Antenna Tube Replacement

NOTE:
The reference pages given below refer to the Legend Shop Manual 62SP000.

1. Remove the antenna mast (see page 23-260).
2. Remove the antenna tube/motor assembly (see page 23-261).
3. Remove the tube clamping screw, and pull the antenna tube out of the motor.
4. Remove the plastic guide and plastic insulator tube, and install them in the new antenna tube.

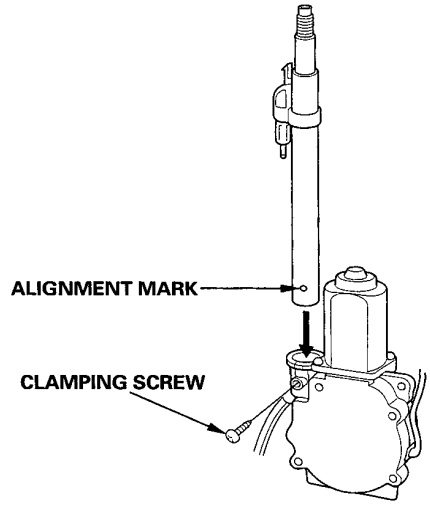


5. Insert the new antenna tube.

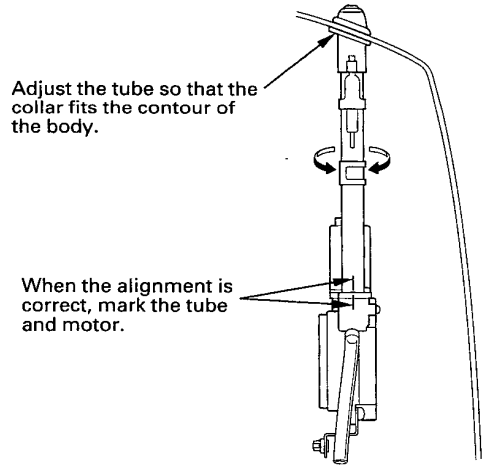
   With an alignment mark:
   - Insert the new antenna tube into the motor, and align the mark on the tube with the screw that is used to clamp the tube to the motor.

   Without an alignment mark:
   - Insert only the tube, and install the tube/motor assembly in the car.
   - Adjust the tube so that the collar fits properly against the body, and mark the tube and motor.
   - Remove the tube/motor assembly again.
   - Align the mark on the tube with the mark on the motor, and tighten the clamping screw.

With an alignment mark:



Without an alignment mark:

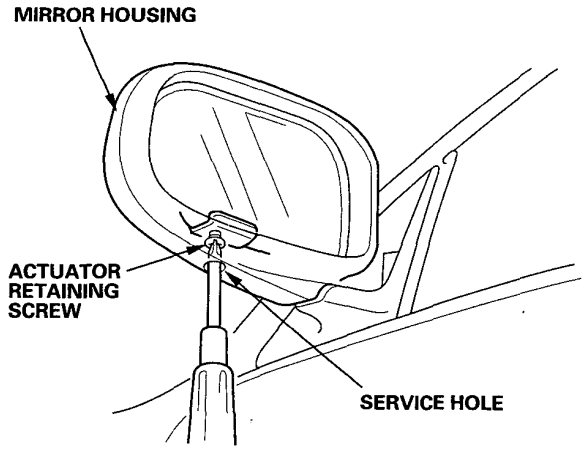


6. Install the tube/motor assembly to the car (see page 23-261).
7. Insert the mast into the tube (see page 23-260).

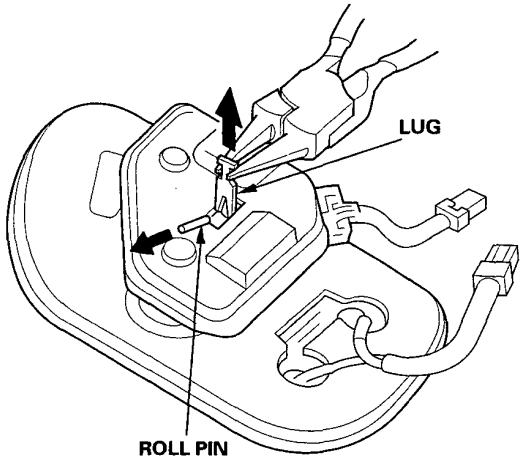
Power Mirrors

Actuator Replacement

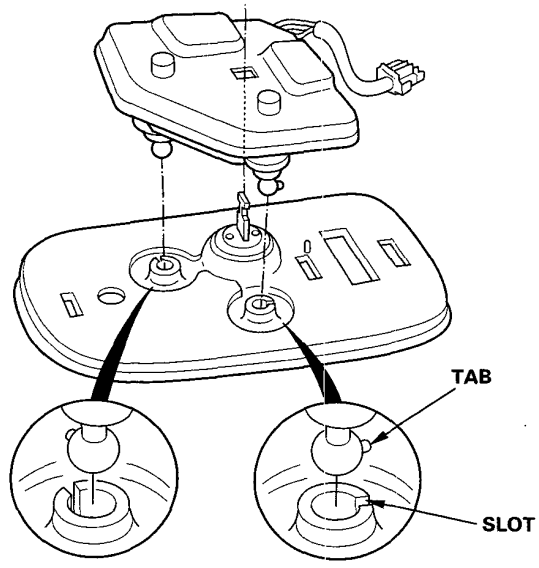
1. Insert a Phillips screwdriver through the service hole in the bottom of the mirror housing. Loosen the actuator retaining screw, but do not remove it.



2. Remove the mirror and actuator assembly from the housing. Disconnect the electrical connectors.
3. Place the mirror on a flat, padded surface. Pull up on the spring-loaded lug, and remove the roll pin.



4. Separate the actuator from the mirror. If the actuator shafts do not come off with the actuator, pry them out of their sockets.
5. Discard the actuator and shafts.
6. Install the new actuator on the back of the mirror with the lug protruding through the middle. Pull up on the lug, and install the roll pin removed in step 3.
7. Install the actuator shafts in the sockets on the mirror.

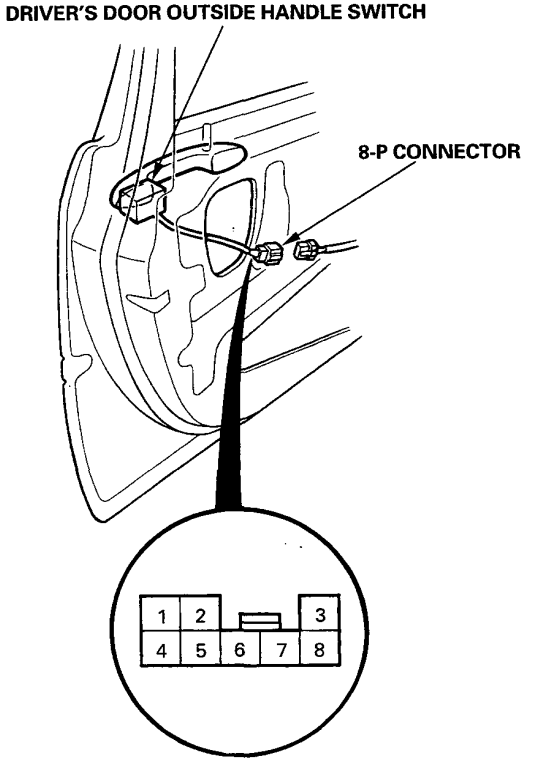


8. Reconnect the electrical connectors. Install the mirror and actuator assembly in the housing.
9. Tighten the actuator retaining screw.
10. Run the actuator motor through its full range in all four directions. The mirror should move smoothly.

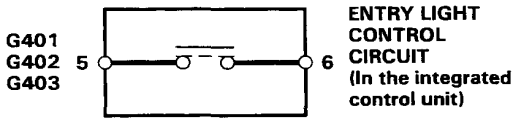
Entry Light Control System

Driver's Door Outside Handle Switch Test (KN model)

1. Remove the driver's door panel.
2. Disconnect the 8-P connector from the outside handle switch.
3. Check for continuity between the No. 5 and No. 6 terminals.
   - There should be continuity when the outside handle is pulled.
   - There should be no continuity when the outside handle is released.



View from wire side



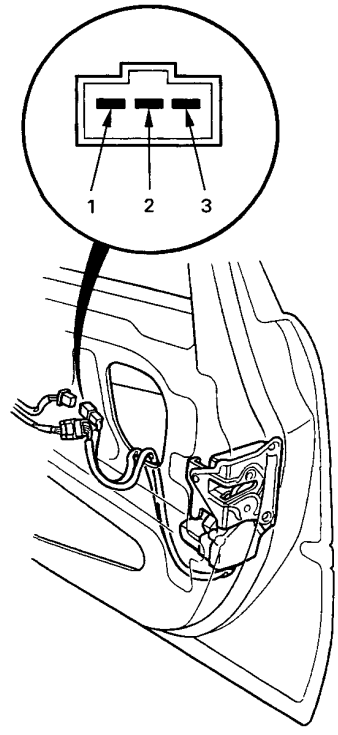
Power Door Locks

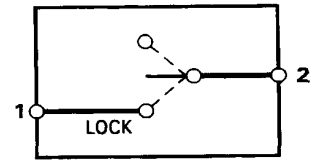
Door Key Cylinder Switch Test (KN model)

1. Remove the door panel.
2. Disconnect the 3-P connector from the actuator.
3. Check for continuity between the No. 1 and No. 2 terminals.

NOTE:
- Front passenger's door is shown, driver's door is similar.
- No. 3 terminal is not used.

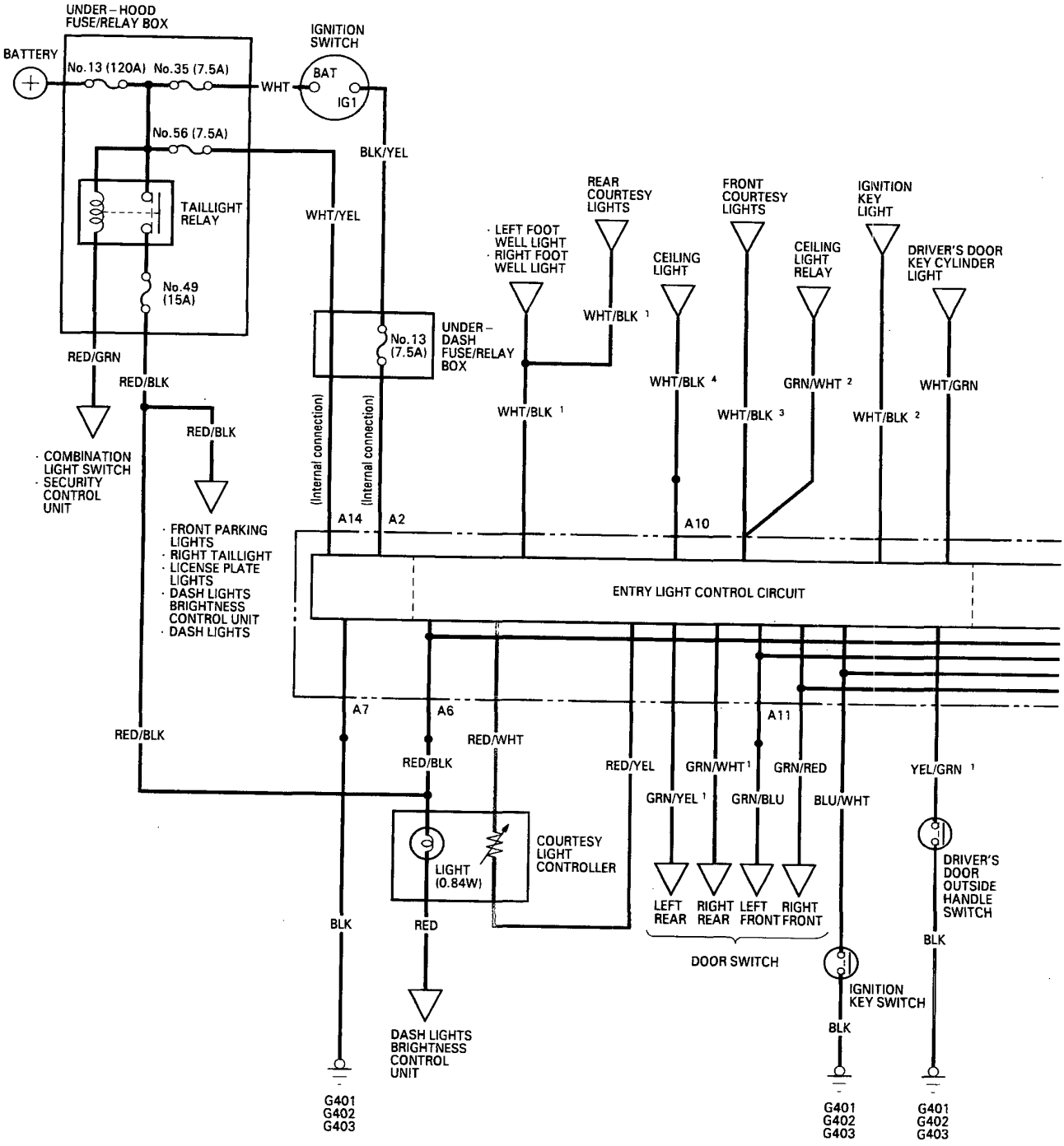
View from terminal side





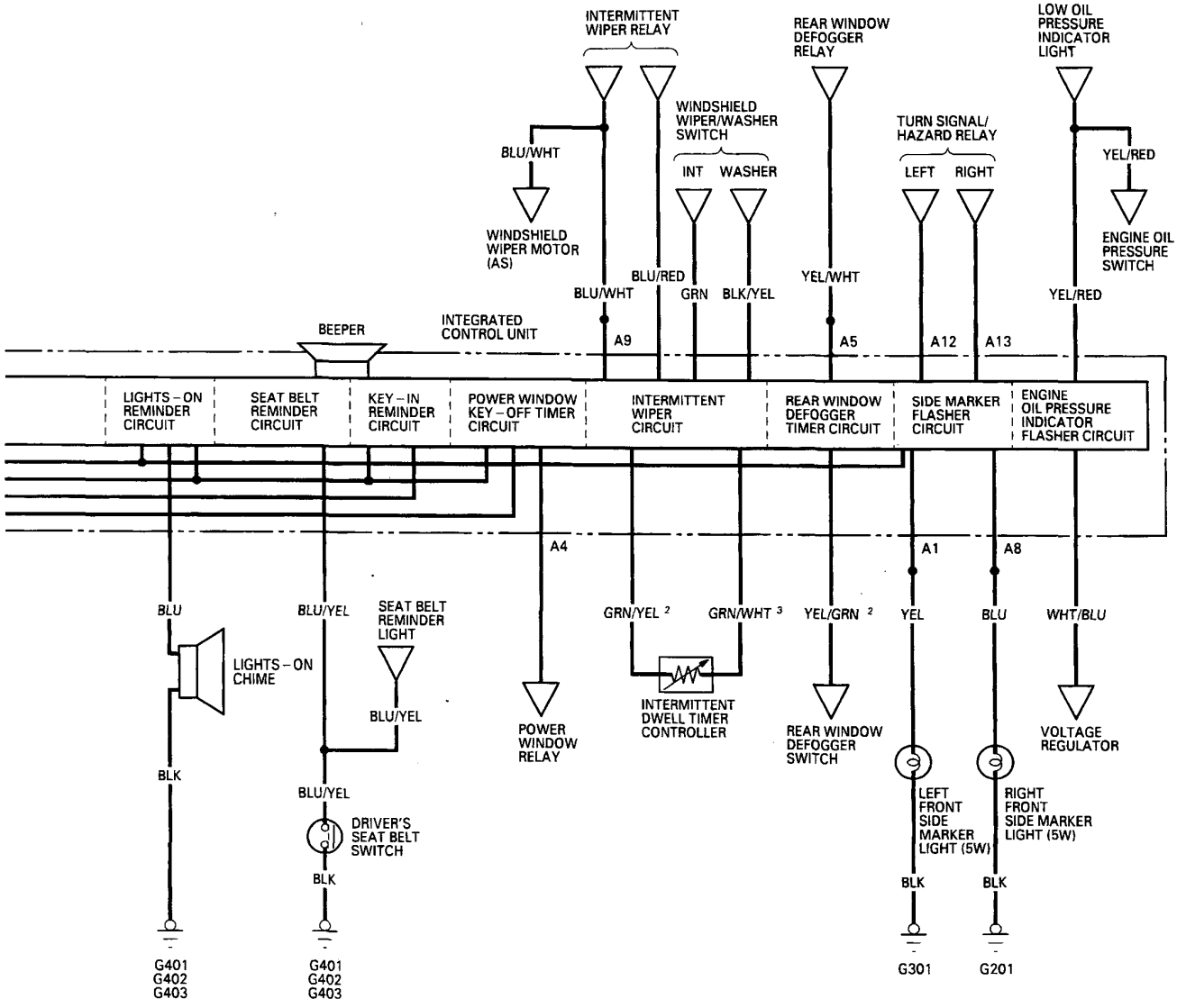
Integrated Control Unit

Circuit Diagram (KN model)



Description
This multi-function control unit, located on the left kick panel, integrates the functions of the entry light control, key-in reminder, lights-on reminder, seat belt reminder, oil pressure indicator, side marker light flasher, power window key-off timer, intermittent wiper, and rear window defogger timer onto one circuit board, sharing common circuit functions.

NOTE:
Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/GRN[1] and YEL/GRN[2] are not the same).



Integrated Control Unit

Input Test (KN model)

Remove the left kick panel cover and under-dash fuse/relay box, then disconnect the 22-P connector from the integrated control unit.
Remove the integrated control unit from the under-dash fuse/relay box.

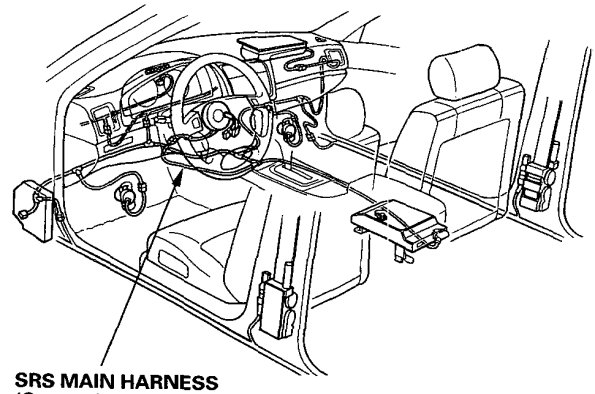
Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.

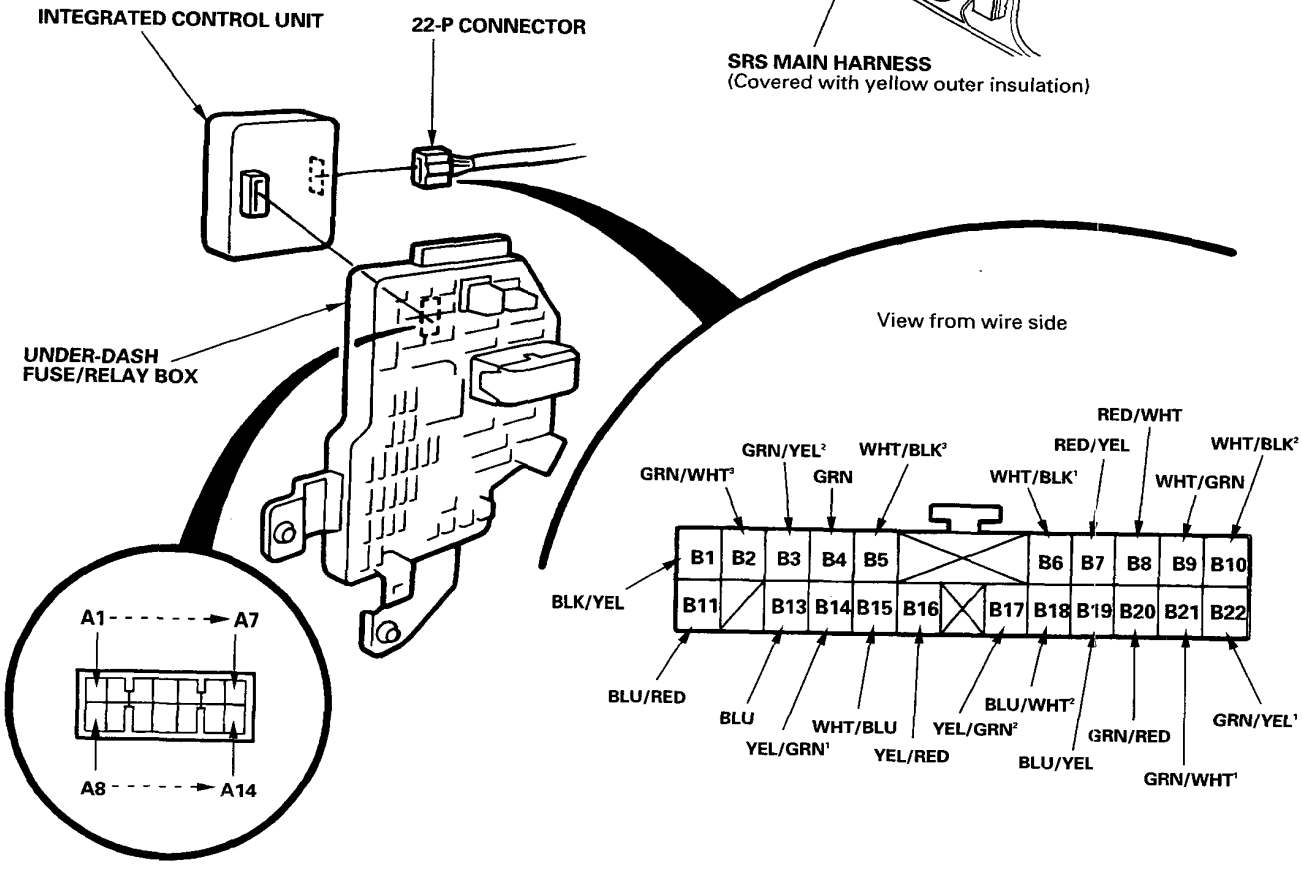
- If the terminals look OK, make the following input tests at the connector.
  - —If any test indicates a problem, find and correct the cause, then recheck the system.
  - —If all the input tests prove OK, the control unit must be faulty; replace it.

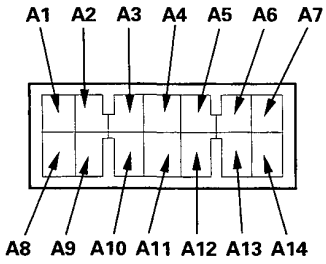
NOTE:
Different wires with the same color have been given a number suffix to distinguish them (for example, WHT/BLK[1] and WHT/BLK[2] are not the same).

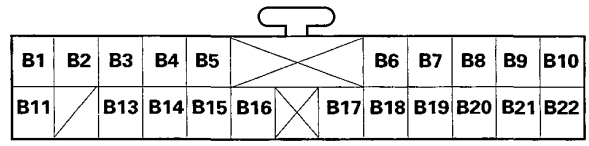
CAUTION:
- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



SRS MAIN HARNESS
(Covered with yellow outer insulation)







View from wire side

All Systems:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A7	Fuse/relay box socket	Under all conditions	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G403) • An open in the wire
A14		Under all conditions	Check for voltage to ground: There should be battery voltage.	• Blown No. 56 (7.5 A) fuse • An open in the wire
A2		Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown bulb or No. 13 (7.5 A) fuse • An open in the wire

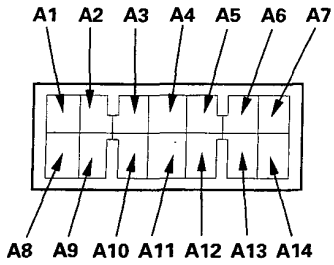
Key-in Reminder System:

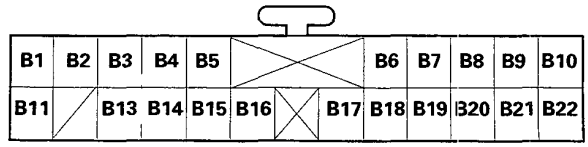
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A11	Fuse/relay box socket	Driver's door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 57 (15 A) fuse.	• Faulty left front door switch • An open in the wire
B18	BLU/WHT	Ignition key inserted all the way into the ignition switch	Check for voltage to ground: There should be 1 V or less.	• Faulty ignition key switch • Poor ground (G401, G402, G403) • An open in the wire

Lights-on Reminder System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A11	Fuse/relay box socket	Driver's door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 57 (15 A) fuse.	• Faulty left front door switch • An open in the wire
A6		Combination light switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 49 (15 A) fuse • Faulty combination light switch • Faulty taillight relay • An open in the wire
B13	BLU	Connect the A14 terminal to the BLU terminal	Check chime operation: Chime should activate each time the battery is connected.	• Faulty chime • An open in the wire

(cont'd)





View from wire side

Seat Belt Reminder System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B19	BLU/YEL	Ignition switch ON (II) and driver's seat belt not buckled	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's seat belt switch • Poor ground (G401, G402, G403) • An open in the wire

Rear Window Defogger Timer System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B17	YEL/GRN[2]	Defogger switch pushed	Check for continuity to ground: There should be continuity as the switch is pushed.	• Faulty defogger switch • Poor ground (G401, G402, G403) • An open in the wire
A5	Fuse/relay box socket	Ignition switch ON (II)	Attach to ground: Rear window defogger should work and the defogger switch indicator light should come on.	• Blown No. 3 (15 A) fuse • Faulty defogger relay • Blown bulb • An open in the wire

Engine Oil Pressure Indicator System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B15	WHT/BLU	Engine running	Check for voltage to ground: There should be battery voltage.	• Faulty charging system • An open in the wire
B16	YEL/RED	Ignition switch OFF	Check for continuity to ground: There should be continuity.	• Faulty engine oil pressure switch • An open in the wire
		Ignition switch ON (II)	Check indicator light operation. If the light does not come on, attach the YEL/RED terminal to ground: The light should come on as the ignition switch is turned ON (II).	• Blown bulb • An open in the wire
		Start the engine.	Check for voltage to ground: There should be battery voltage.	• Insufficient oil • Improper lubrication • Faulty engine oil pressure switch

Side Marker Light Flasher System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A6	Fuse/relay box socket	Combination light switch to ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 49 (15 A) fuse • Faulty combination light switch • Faulty taillight relay • An open in the wire
A12		Ignition switch ON (II) and turn signal switch in left position	Check for voltage to ground: It should change from 0 V—12 V—0 V repeatedly.	• Blown No. 13 (7.5 A) fuse • Faulty turn signal/hazard relay • An open in the wire
A13		Ignition switch ON (II) and turn signal switch in right position		
A1		Connect the A14 terminal to the A1 (or A8) terminal.	Check the front side marker lights: The left (or right) front side marker light should come on as power and ground are connected.	• Blown bulb • Poor ground (G201 or G301) • An open in the wire
A8				

Power Window Key-off Timer System:

Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A11	Fuse/relay box socket	Driver's door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 57 (15 A) fuse.	• Faulty door switch • An open in the wire
B20	GRN/RED	Right front door open		
A4	Fuse/relay box socket	Connect the A14 terminal to the A4 terminal.	Check window operation: The power windows should work with the key OFF.	• Faulty power window relay • Poor ground (G401, G402, G403) • An open in the wire

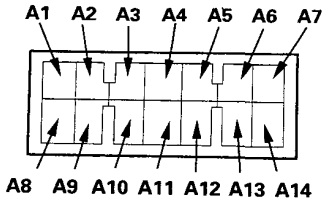
Intermittent Wiper System:

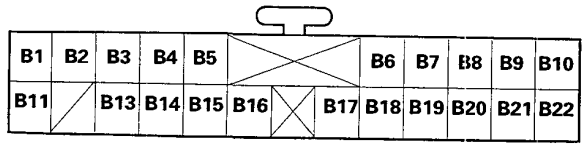
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
B11	BLU/RED	Ignition switch ON (II)	Check for voltage to ground: There should be battery voltage.	• Blown No. 23 (7.5 A) fuse • Faulty wiper intermittent relay • An open in the wire
B4	GRN	Ignition switch ON (II) and wiper switch at INT position	Check for voltage to ground: There should be battery voltage.	• Blown No. 23 (7.5 A) fuse • Faulty wiper switch • An open in the wire
B1	BLK/YEL	Ignition switch ON (II) and washer switch pushed	Check for voltage to ground: There should be battery voltage.	• Blown No. 23 (7.5 A) fuse • Faulty washer switch • An open in the wire
B3	GRN/YEL[2]	Intermittent dwell time control ring turned	Check for resistance between the terminals: It should vary from 0 Ω to 30 kΩ as the ring is turned.	• Faulty intermittent dwell time controller • An open in the wire
B2	GRN/WHT[3]			
A9	Fuse/relay box socket	Ignition switch ON (II) and wiper switch OFF	Check for voltage to ground: There should be battery voltage.	• Blown No. 26 (30 A) fuse • Faulty wiper motor (automatic-stop circuit) • An open in the wire

(cont'd)

Integrated Control Unit

Input Test (KN model) (cont'd)





View from wire side

Entry Light Control System:

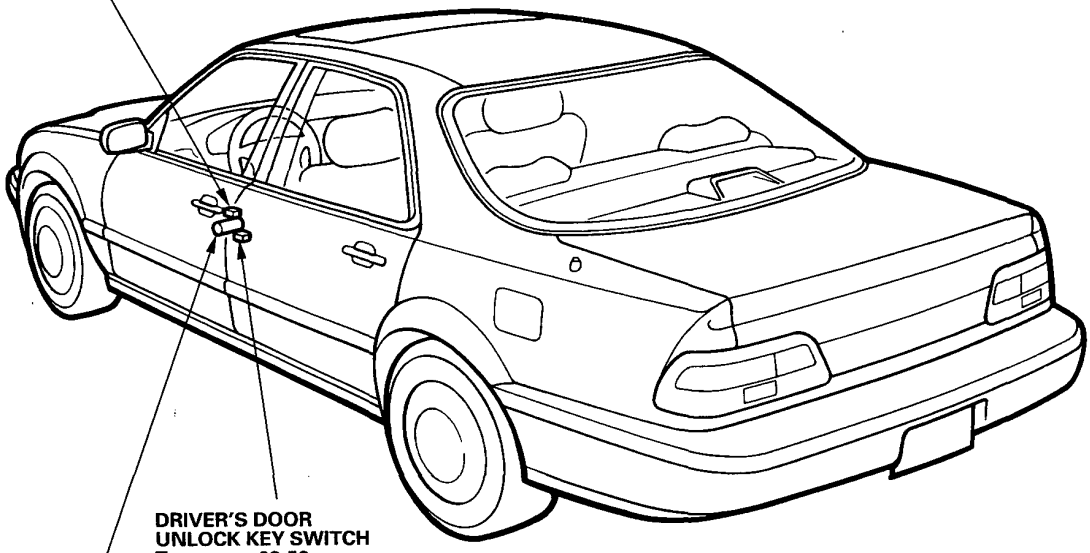
Trml	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
A11	Fuse/relay box socket	Driver's door open	Check for continuity to ground: There should be continuity. NOTE: Before testing, remove the No. 57 (15 A) fuse.	• Faulty door switch • An open in the wire
B20	GRN/RED	Right front door open		
B22	GRN/YEL[1]	Left rear door open		
B21	GRN/WHT[1]	Right rear door open		
B18	BLU/WHT	Ignition key inserted all the way into the ignition switch	Check for voltage to ground: There should be 1 V or less.	• Faulty ignition key switch • Poor ground (G401, G402, G403) • An open in the wire
B6	WHT/BLK[1]	Under all conditions	Attach to ground: Foot well lights and rear courtesy lights should come on.	• Blown No. 57 (15 A) fuse • Blown bulb • An open in the wire
B10	WHT/BLK[2]	Under all conditions	Attach to ground: Ignition key light should come on.	• Blown No. 57 (15 A) fuse • Blown bulb • An open in the wire
B5	WHT/BLK[3]	Under all conditions	Attach to ground: Front courtesy lights should come on.	• Blown No. 57 (15 A) fuse • Blown bulb • An open in the wire
A10	Fuse/relay box socket	Ceiling light switch in DOOR	Attach to ground: Ceiling lights should come on.	• Blown No. 57 (15 A) fuse • Blown bulb • An open in the wire
B8	RED/WHT	Courtesy light controller ring turned	Check for resistance between the terminals: It should vary from 0 Ω to 20 kΩ as the ring is turned.	• Faulty courtesy light controller • An open in the wire
B7	RED/YEL			
B9	WHT/GRN	Under all conditions	Attach to ground: Driver's door key cylinder light should come on.	• Blown No. 57 (15 A) fuse • Blown LED • An open in the wire
B14	YEL/GRN[1]	Driver's door outside handle pulled	Check for voltage to ground: There should be 1 V or less.	• Faulty driver's door outside handle switch • Poor ground (G401, G402, G403) • An open in the wire
A6	Fuse/relay box socket	Combination light switch to ON	Check for voltage to ground: There should be battery voltage.	• Blown No. 49 (15 A) fuse • Faulty combination light switch • Faulty taillight relay • An open in the wire

Security Alarm System

Component Location Index (KN model)

NOTE:
Refer to the 1991 Legend (Sedan) Shop Manual, 62SP000, for the items not shown in this sub-section.

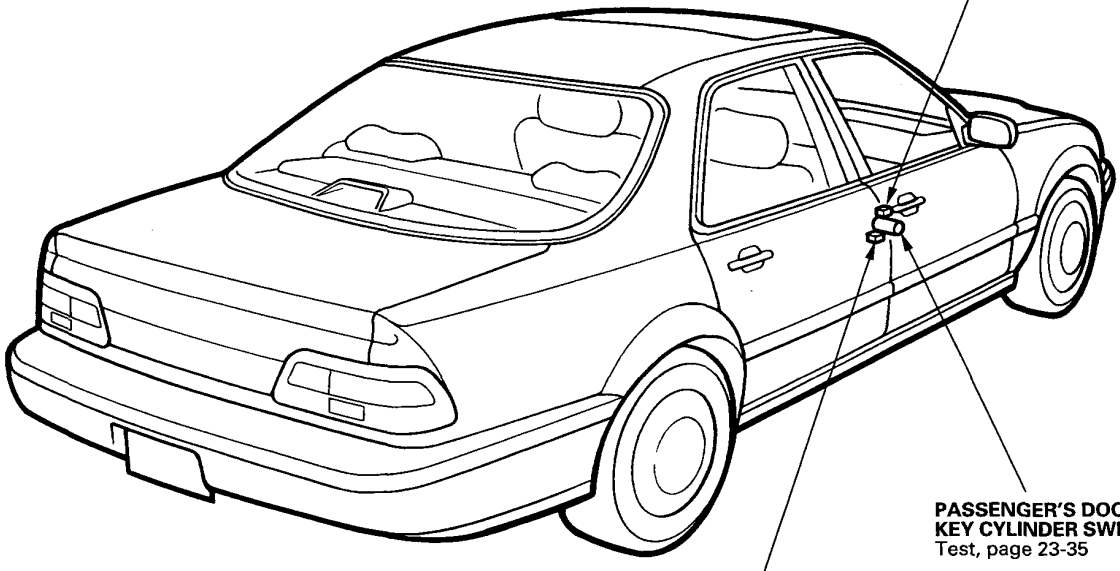
DRIVER'S DOOR LOCK CYLINDER TAMPER SWITCH
Test, page 23-52



DRIVER'S DOOR UNLOCK KEY SWITCH
Test, page 23-53

DRIVER'S KEY CYLINDER SWITCH
Test, page 23-35

PASSENGER'S DOOR LOCK CYLINDER TAMPER SWITCH
Test, page 23-52



PASSENGER'S DOOR KEY CYLINDER SWITCH
Test, page 23-35

PASSENGER'S DOOR UNLOCK KEY SWITCH
Test, page 23-53

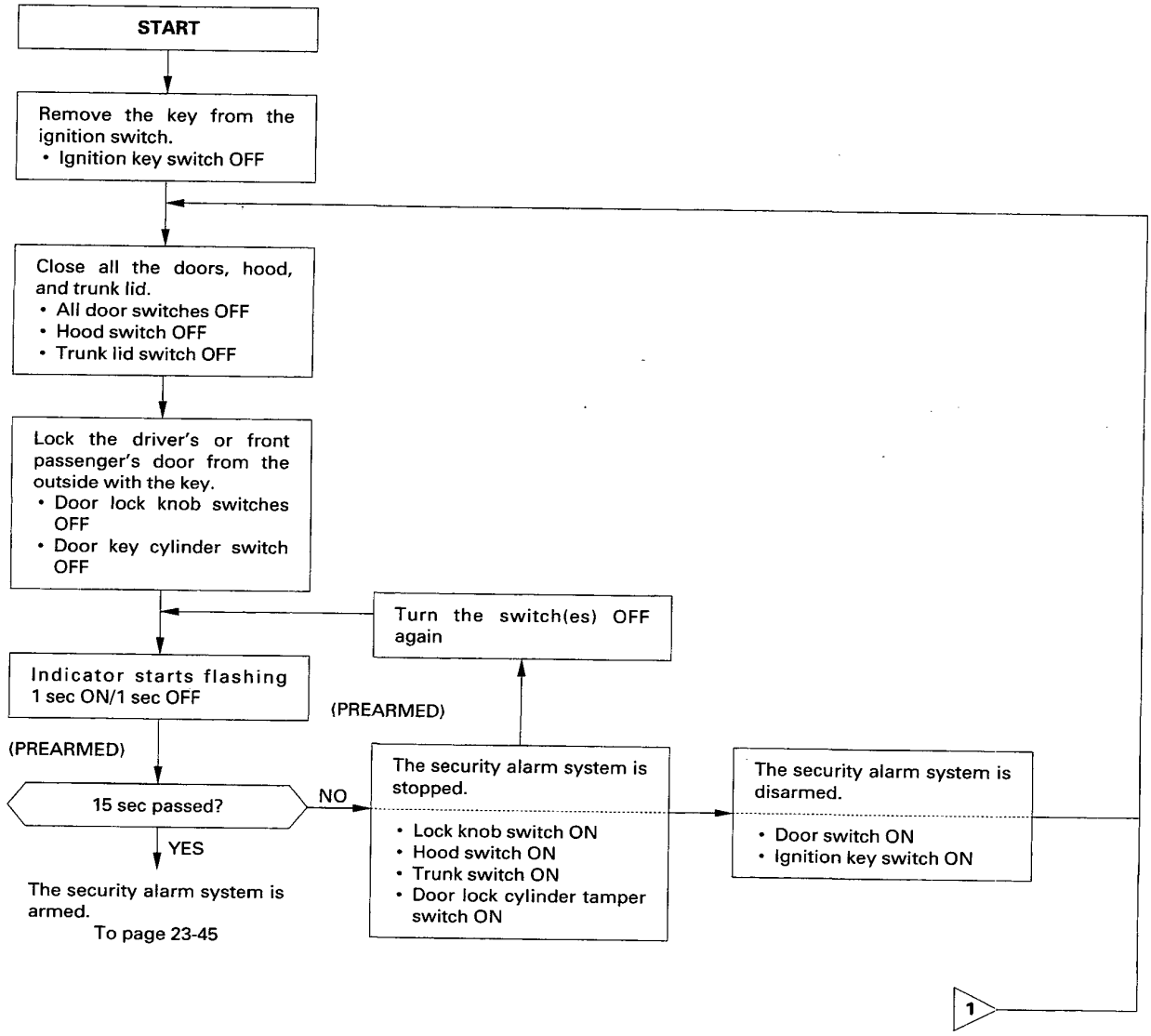
Security Alarm System

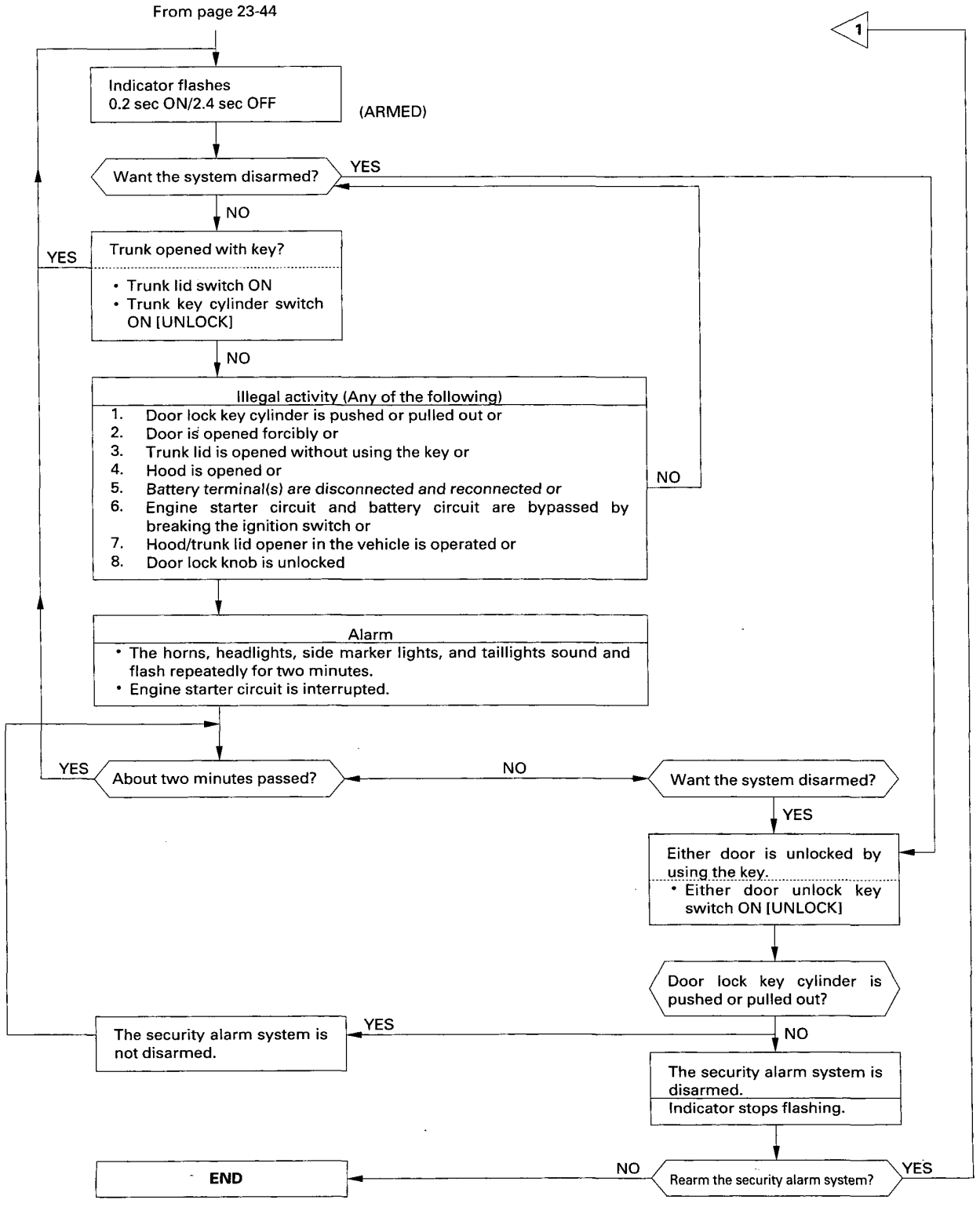
Description (KN model)

This system is activated automatically 15 seconds after everything has been closed and locked. The security alarm system indicator light located on the driver's side door panel will flash after the doors are properly locked.
If any of the following conditions occur, the horns will sound, the headlights will flash, and the side marker lights, parking lights, and taillights will flash for about two minutes, or until the system is disarmed by unlocking either door from the outside with the key.

① Door lock key cylinder is pushed or pulled out.
② Door is opened forcibly.
③ Trunk lid is opened without using the key.
④ Hood is opened.
⑤ Battery terminal(s) are removed and reconnected.
⑥ Engine starter circuit and battery circuit are bypassed by breaking the ignition switch.
⑦ Hood/trunk lid opener in the vehicle is operated.
⑧ Door lock knob is unlocked.

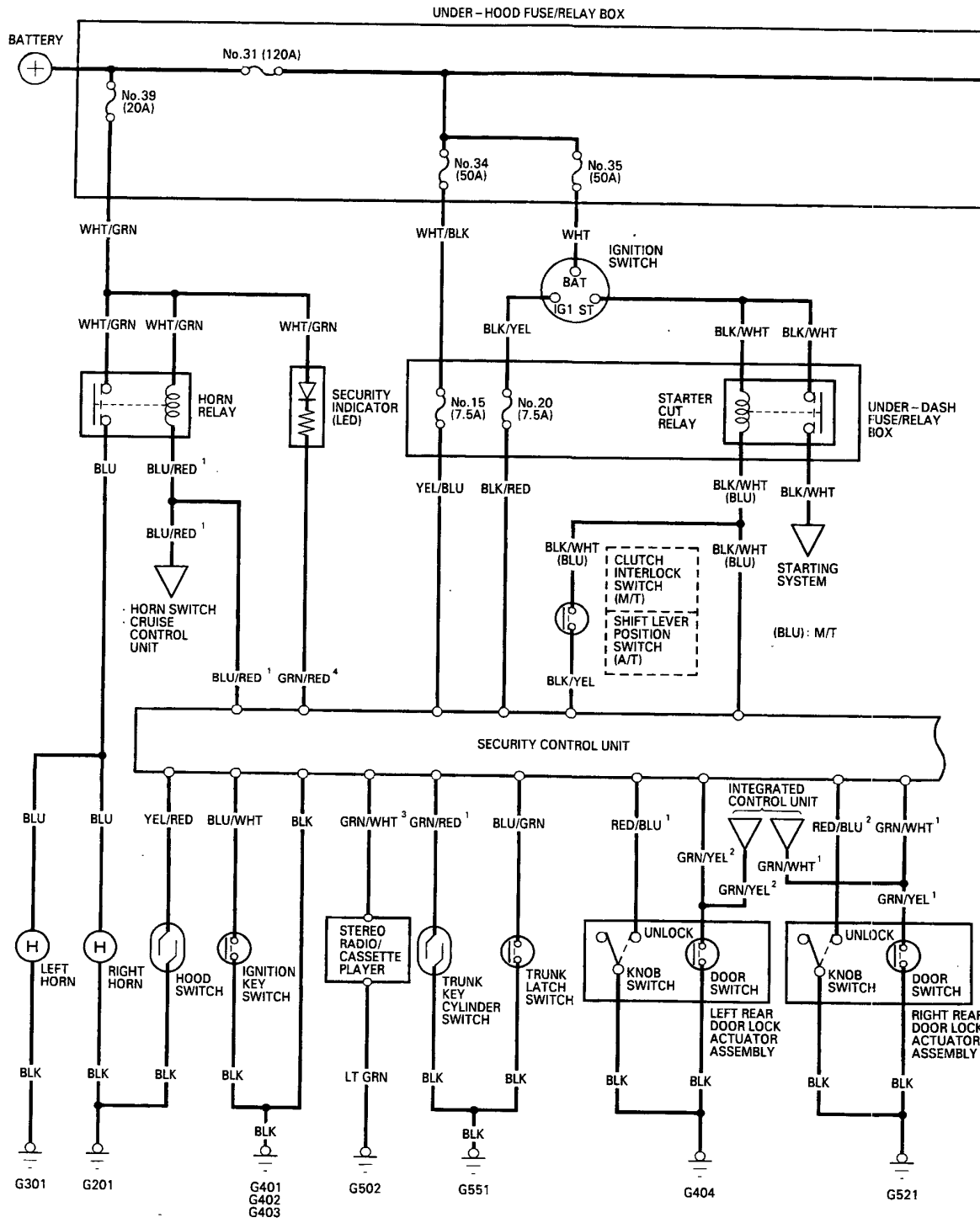
Flowchart of the security alarm system operation:

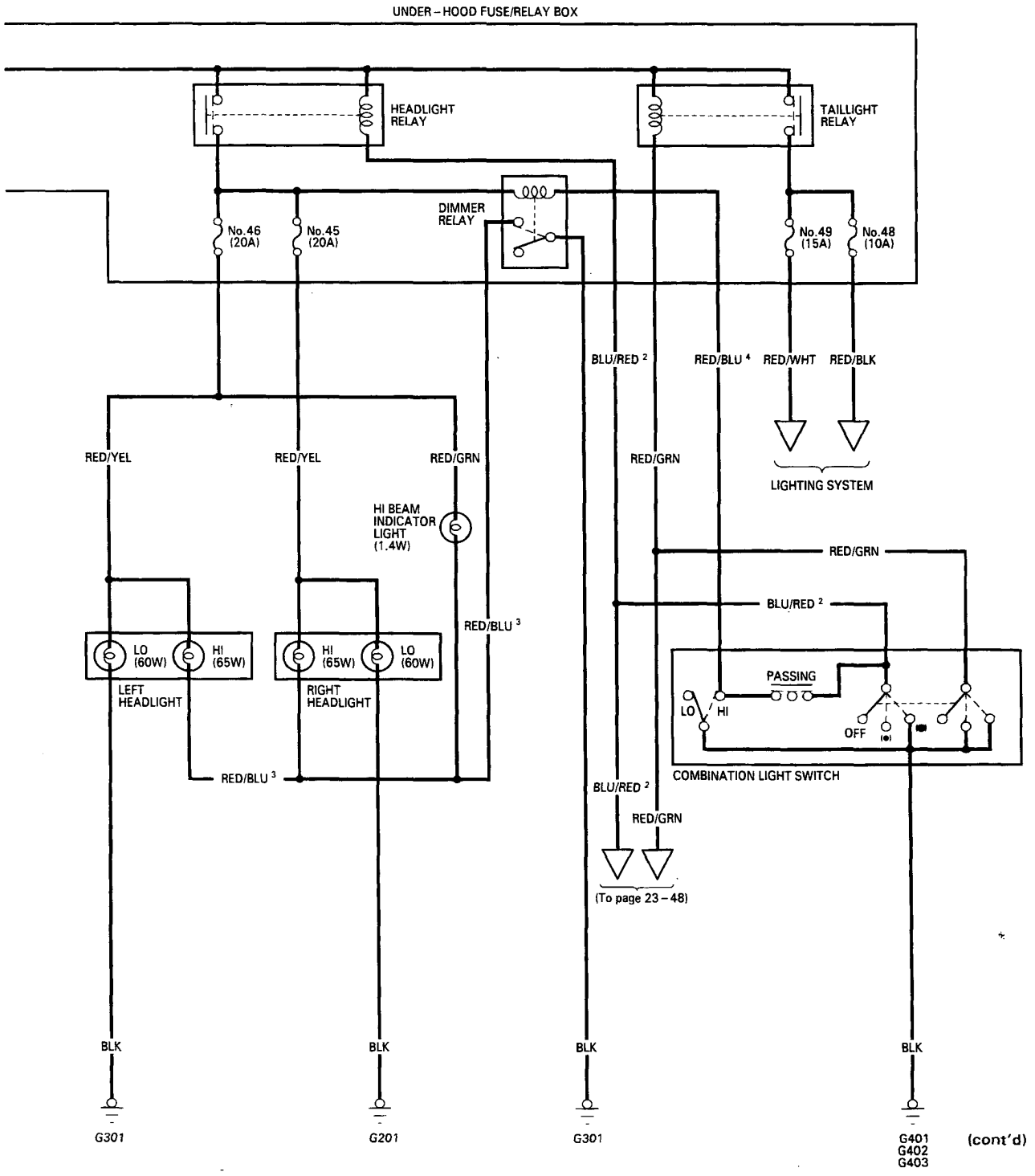

START
Remove the key from the ignition switch.
• Ignition key switch OFF
Close all the doors, hood, and trunk lid.
• All door switches OFF
• Hood switch OFF
• Trunk lid switch OFF
Lock the driver's or front passenger's door from the outside with the key.
• Door lock knob switches OFF
• Door key cylinder switch OFF
Turn the switch(es) OFF again
Indicator starts flashing 1 sec ON/1 sec OFF
(PREARMED)
(PREARMED)
15 sec passed?
NO
YES
The security alarm system is armed.
To page 23-45
The security alarm system is stopped.
• Lock knob switch ON
• Hood switch ON
• Trunk switch ON
• Door lock cylinder tamper switch ON
The security alarm system is disarmed.
• Door switch ON
• Ignition key switch ON
1


From page 23-44
1
Indicator flashes
0.2 sec ON/2.4 sec OFF
(ARMED)
Want the system disarmed?
YES
NO
Trunk opened with key?
YES
• Trunk lid switch ON
• Trunk key cylinder switch ON [UNLOCK]
NO
Illegal activity (Any of the following)
1. Door lock key cylinder is pushed or pulled out or
2. Door is opened forcibly or
3. Trunk lid is opened without using the key or
4. Hood is opened or
5. Battery terminal(s) are disconnected and reconnected or
6. Engine starter circuit and battery circuit are bypassed by breaking the ignition switch or
7. Hood/trunk lid opener in the vehicle is operated or
8. Door lock knob is unlocked
NO
Alarm
• The horns, headlights, side marker lights, and taillights sound and flash repeatedly for two minutes.
• Engine starter circuit is interrupted.
YES
About two minutes passed?
NO
Want the system disarmed?
YES
Either door is unlocked by using the key.
• Either door unlock key switch ON [UNLOCK]
Door lock key cylinder is pushed or pulled out?
YES
NO
The security alarm system is not disarmed.
The security alarm system is disarmed.
Indicator stops flashing.
NO
YES
END
Rearm the security alarm system?

Security Alarm System

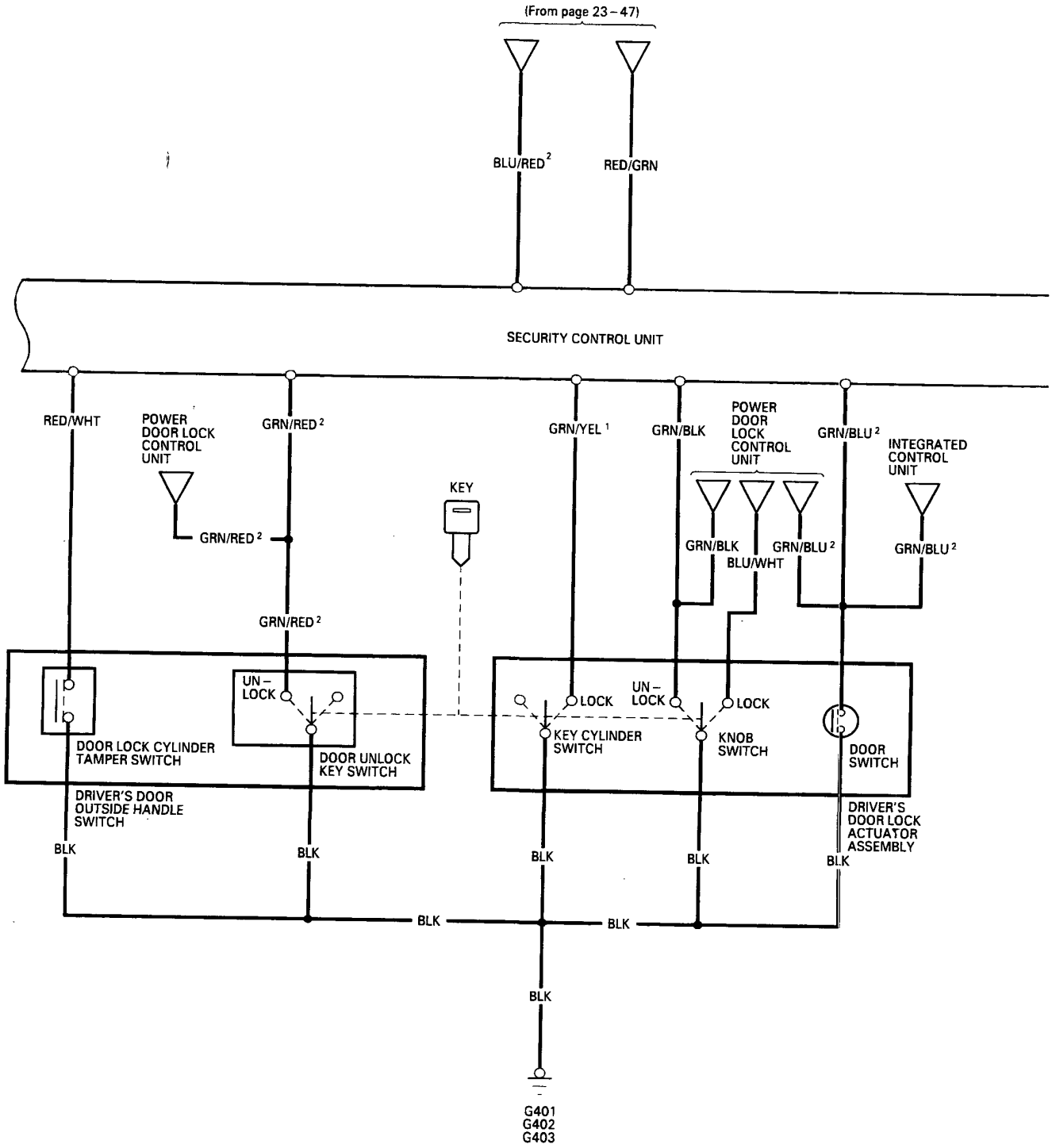
Circuit Diagram (KN model)

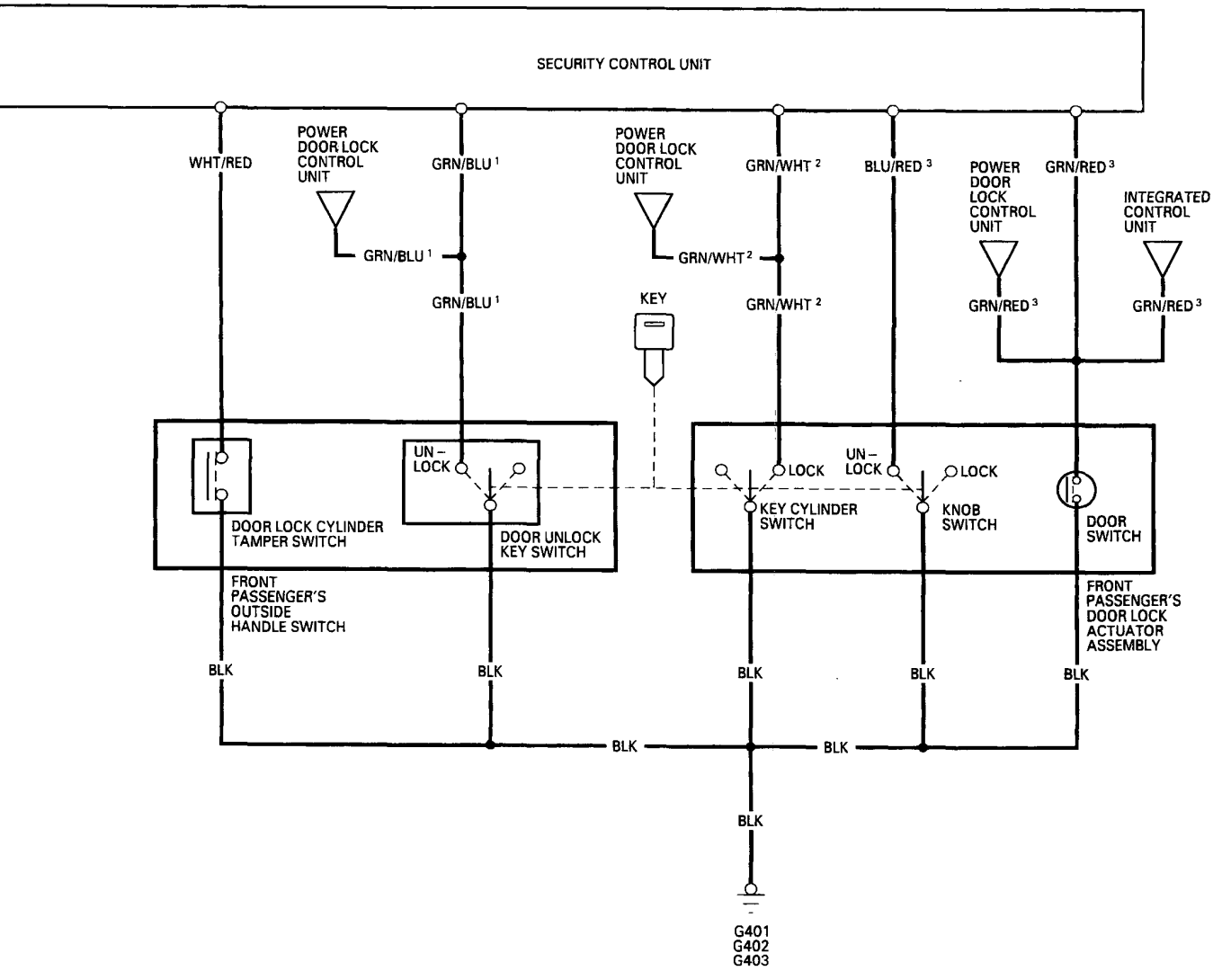



UNDER – HOOD FUSE/RELAY BOX
HEADLIGHT RELAY
TAILLIGHT RELAY
DIMMER RELAY
No.46 (20A)
No.45 (20A)
No.49 (15A)
No.48 (10A)
BLU/RED 2
RED/BLU 4
RED/WHT
RED/BLK
LIGHTING SYSTEM
RED/YEL
RED/YEL
RED/GRN
RED/GRN
HI BEAM INDICATOR LIGHT (1.4W)
RED/GRN
BLU/RED 2
RED/BLU 3
LO (60W)
HI (65W)
LEFT HEADLIGHT
HI (65W)
LO (60W)
RIGHT HEADLIGHT
PASSING
LO
HI
OFF
COMBINATION LIGHT SWITCH
RED/BLU 3
BLU/RED 2
RED/GRN
(To page 23 – 48)
BLK
BLK
BLK
BLK
G301
G201
G301
G401
G402
G403
(cont'd)

Security Alarm System

Circuit Diagram (KN model) (cont'd)




SECURITY CONTROL UNIT
WHT/RED
POWER DOOR LOCK CONTROL UNIT
GRN/BLU 1
GRN/BLU 1
GRN/BLU 1
POWER DOOR LOCK CONTROL UNIT
GRN/WHT 2
GRN/WHT 2
GRN/WHT 2
KEY
BLU/RED 3
POWER DOOR LOCK CONTROL UNIT
GRN/RED 3
GRN/RED 3
INTEGRATED CONTROL UNIT
GRN/RED 3
UN-LOCK
DOOR LOCK CYLINDER TAMPER SWITCH
DOOR UNLOCK KEY SWITCH
UN-LOCK
LOCK
KEY CYLINDER SWITCH
UN-LOCK
LOCK
KNOB SWITCH
DOOR SWITCH
FRONT PASSENGER'S OUTSIDE HANDLE SWITCH
FRONT PASSENGER'S DOOR LOCK ACTUATOR ASSEMBLY
BLK
BLK
BLK
BLK
BLK
BLK
BLK
BLK
G401
G402
G403

Security Alarm System

Troubleshooting (KN model)

NOTE:
The numbers in the table show the troubleshooting sequence.

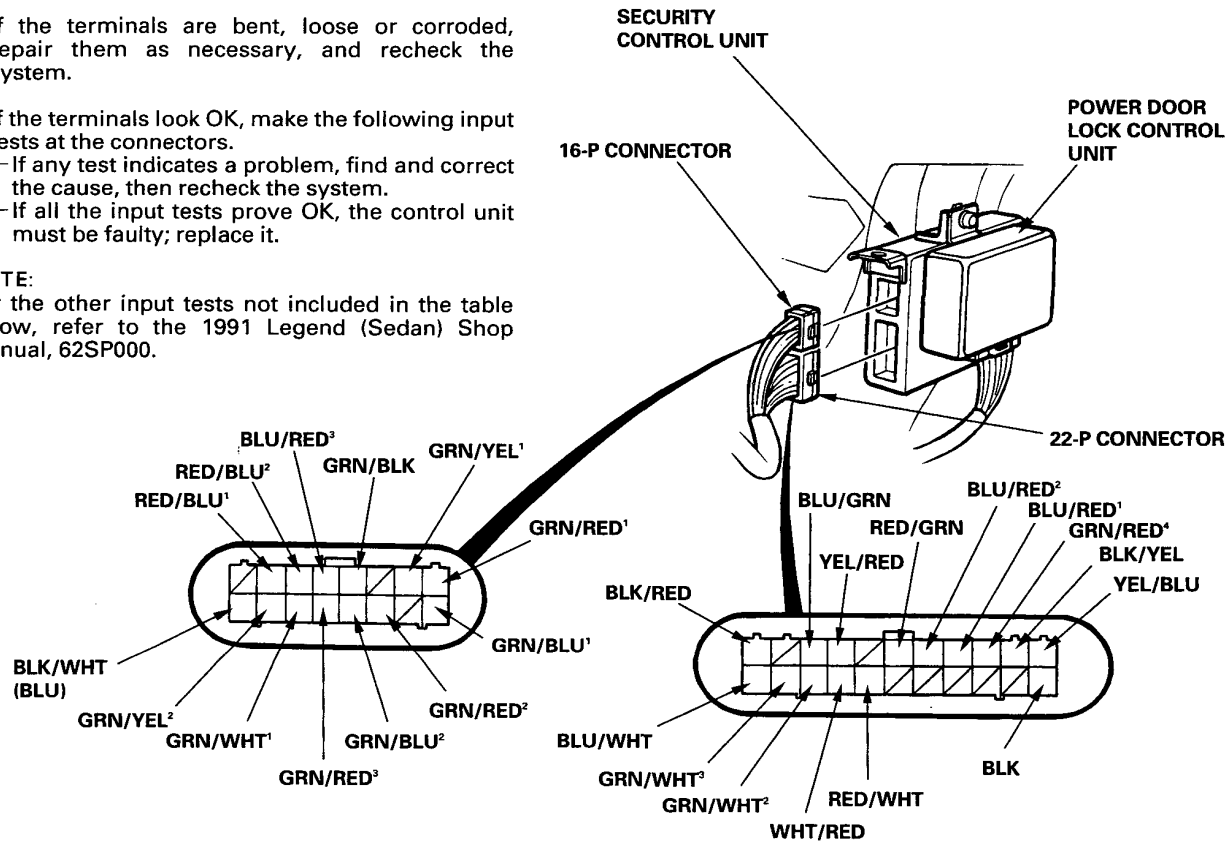
Symptom \ Item to be inspected		In the under-dash fuse/relay box: Blown No. 15 (7.5A) fuse	In the under-dash fuse/relay box: Blown No. 20 (7.5A) fuse	In the under-hood fuse/relay box: Blown No. 39 (20A) fuse	Faulty indicator light (LED)	Horn circuit	Starting system	A/T: Shift lever position switch M/T: Clutch interlock switch	Lighting system	Door key switch	Ignition key switch	Trunk key cylinder switch	Trunk latch switch	Hood switch	Door switch	Door lock cylinder tamper switch	Control unit input	Poor ground	Open circuit, loose or disconnected terminals
Security alarm can't be set (and indicator light does not flash).		1	2	3	4					5						6		G401 G402 G403	YEL/BLU, BLK/RED, WHT/GRN, GRN/RED[4] or BLU/WHT, WHT/RED, RED/WHT
Starting system does not operate.							1	2									3	G401 G402 G403	BLK/WHT (BLU) or BLK/YEL (BLU): M/T
Security alarm can be set, but alarm does not operate when the trunk, hood or either door is unlocked without the key.	Horn alarm			1		2											3		WHT/GRN, BLU, or BLU/RED[1]
	Headlight alarm								1								2		BLU/RED[2] or RED/GRN
	Both alarm																1		
Alarm not cancelled when the door is opened with the key.										1						2	3	G401 G402 G403	GRN/RED[2] or GRN/BLU[1], GRN/BLK or BLU/RED[3], WHT/RED, RED/WHT,
Alarm not cancelled when the trunk lid is opened with the key.												1	2				3	G551	GRN/RED[1] or BLU/GRN
Alarm does not operate when the hood is opened.														1			2	G201	YEL/RED
Alarm does not operate when the door is opened.															1		2	G401 G402 G403 G404 G521	GRN/BLU[2] or GRN/RED[3] or GRN/YEL[2] or GRN/WHT[1]

Control Unit Input Test (KN model)

Remove the dashboard lower cover. Disconnect the 22-P and 16-P connectors from the control unit. Inspect the connector and socket terminals to be sure they are all making good contact.

- If the terminals are bent, loose or corroded, repair them as necessary, and recheck the system.
- If the terminals look OK, make the following input tests at the connectors.
  - —If any test indicates a problem, find and correct the cause, then recheck the system.
  - —If all the input tests prove OK, the control unit must be faulty; replace it.

NOTE:
For the other input tests not included in the table below, refer to the 1991 Legend (Sedan) Shop Manual, 62SP000.



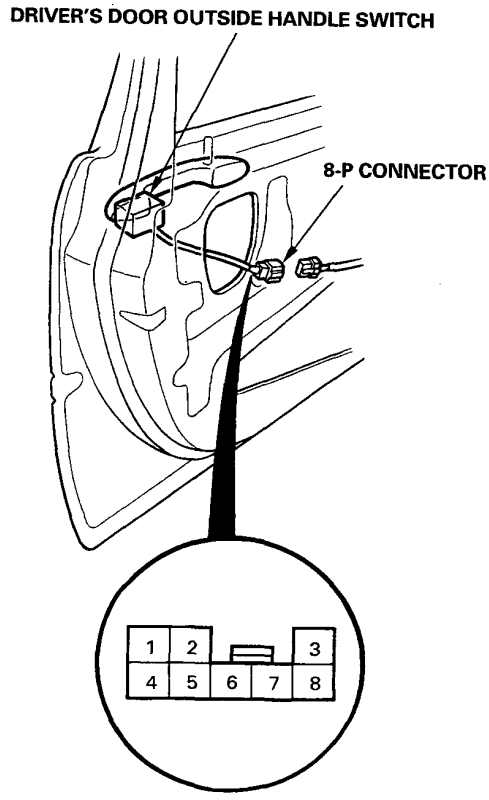
No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
31	RED/WHT	Under all conditions	Check for continuity to ground: There should be no continuity.	• Faulty door lock cylinder tamper switch • A short in the wire
32	WHT/RED	Under all conditions	Check for continuity to ground: There should be no continuity.	• Faulty door lock cylinder tamper switch • A short in the wire

Security Alarm System

Door Lock Cylinder Tamper Switch Test (KN model)

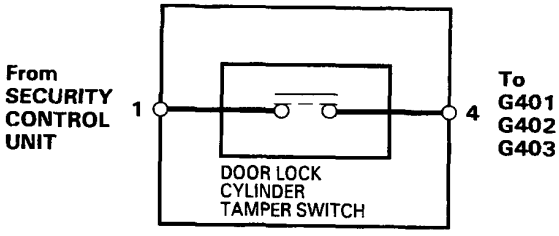
Driver's Side:

1. Remove the door panel.
2. Disconnect the 8-P connector from the outside handle switch.
3. Check that there is no continuity between the No. 1 and No. 4 terminals of the door lock cylinder tamper switch.



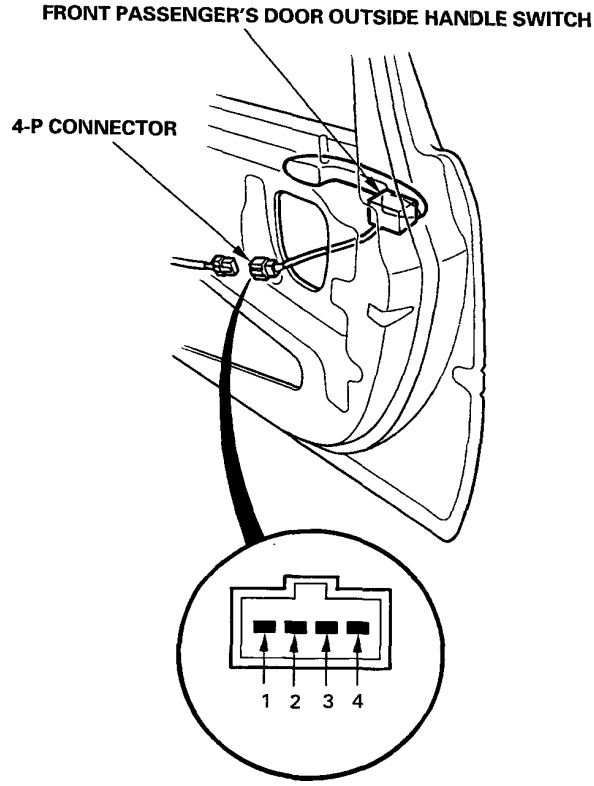
View from wire side

NOTE:
The door lock cylinder tamper switch is built into the handle switch.



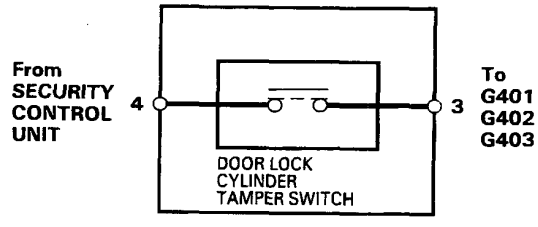
Front Passenger's Side:

1. Remove the door panel.
2. Disconnect the 4-P connector from the outside handle switch.
3. Check that there is no continuity between the No. 3 and No. 4 terminals of the door lock cylinder tamper switch.



View from wire side

NOTE:
The door lock cylinder tamper switch is built into the handle switch.

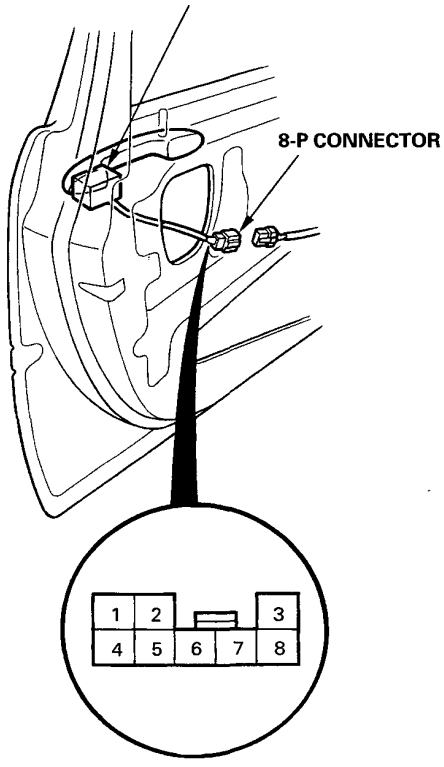


Door Unlock Key Switch Test (KN model)

Driver's Side:

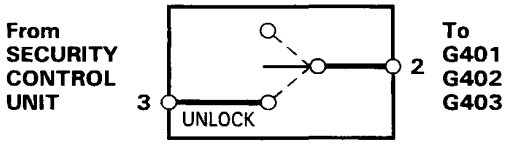
1. Remove the door panel.
2. Disconnect the 8-P connector from the outside handle switch.
3. Check for continuity between the No. 2 and No. 3 terminals of the door unlock key switch.

DRIVER'S DOOR OUTSIDE HANDLE SWITCH



View from wire side

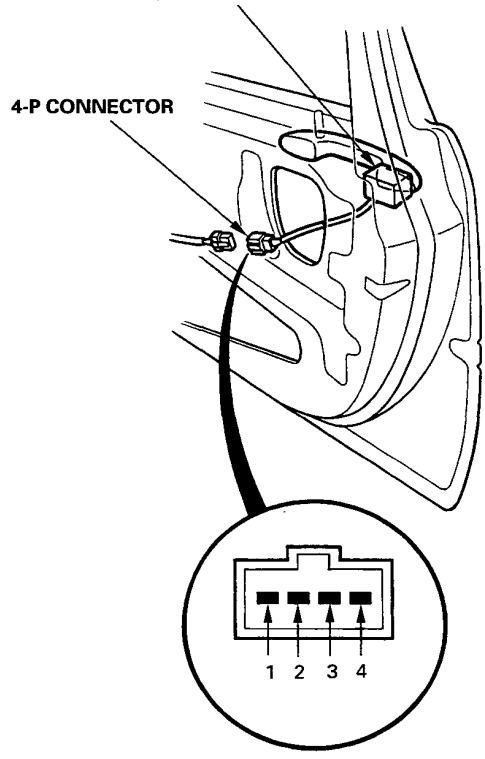
NOTE:
The door unlock key switch is built into the outside handle switch.



Front Passenger's Side:

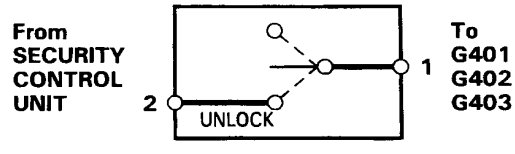
1. Remove the door panel.
2. Disconnect the 4-P connector from the outside handle switch.
3. Check for continuity between the No. 1 and No. 2 terminals of the door unlock key switch.

FRONT PASSENGER'S DOOR OUTSIDE HANDLE SWITCH



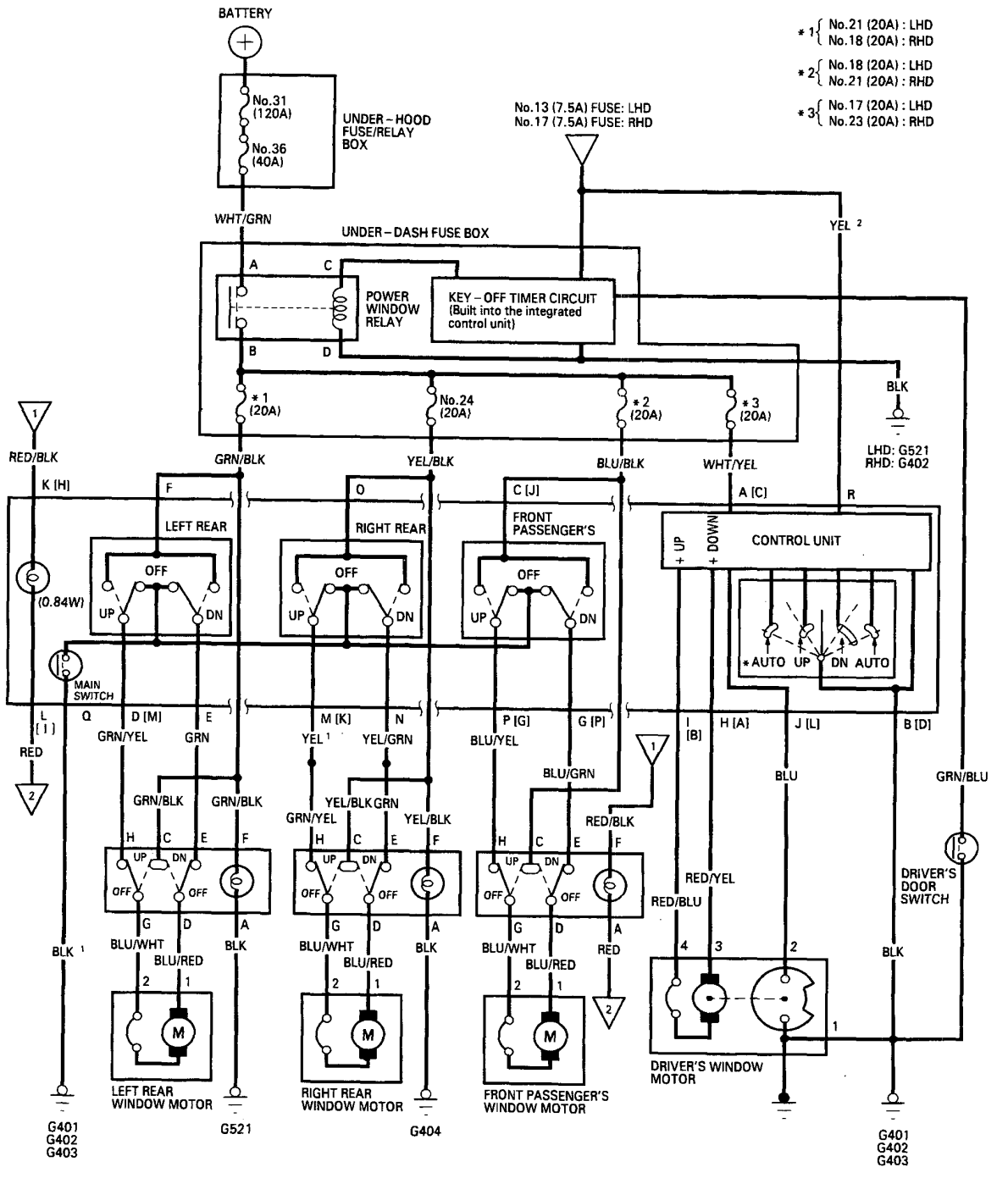
View from wire side

NOTE:
The door unlock key switch is built into the outside handle switch.

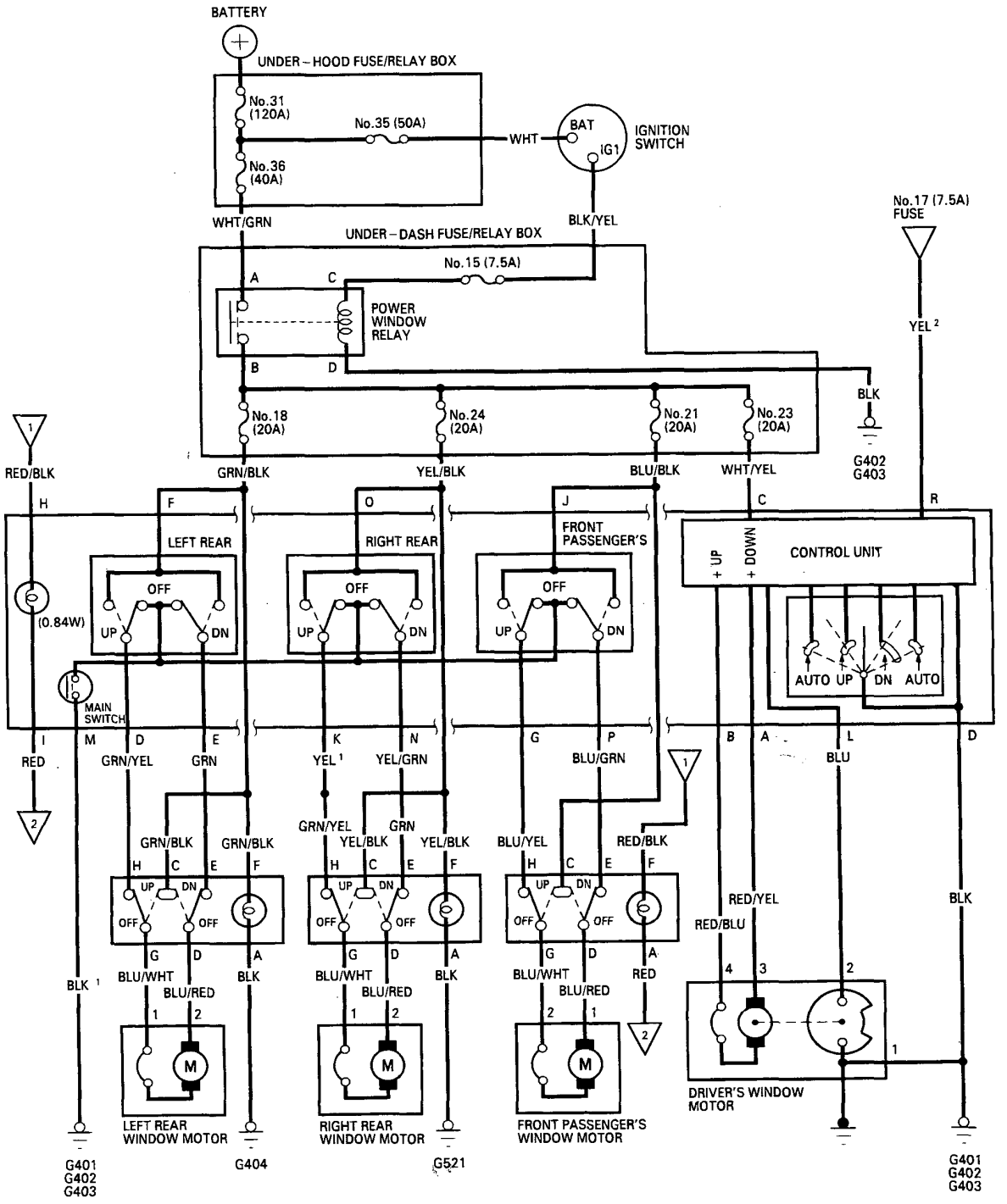


Power Windows

Circuit Diagram (Except KQ and KN models)

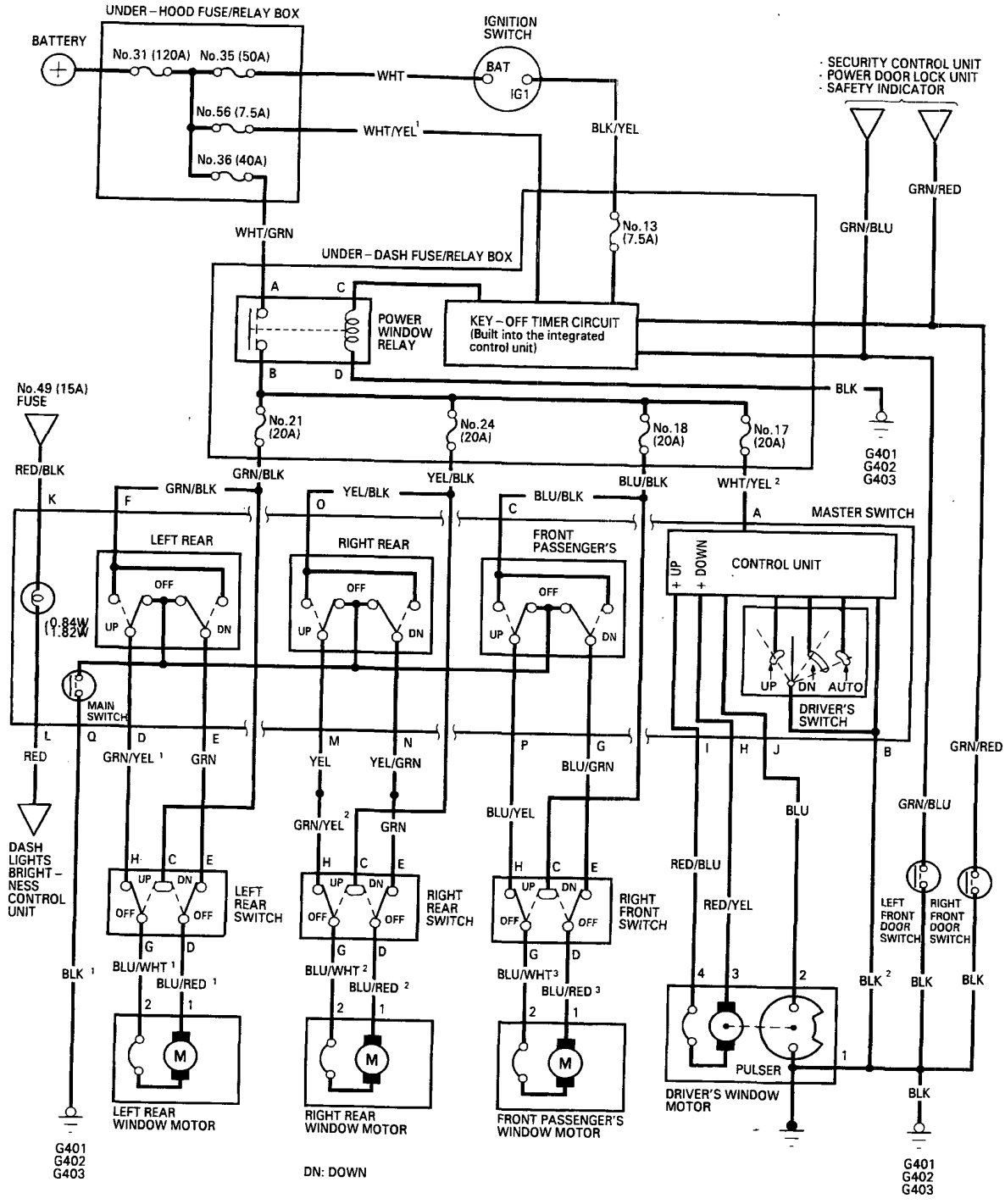


Circuit Diagram (KQ model)



Power Windows

Circuit Diagram (KN model)



Passenger's Switch Test

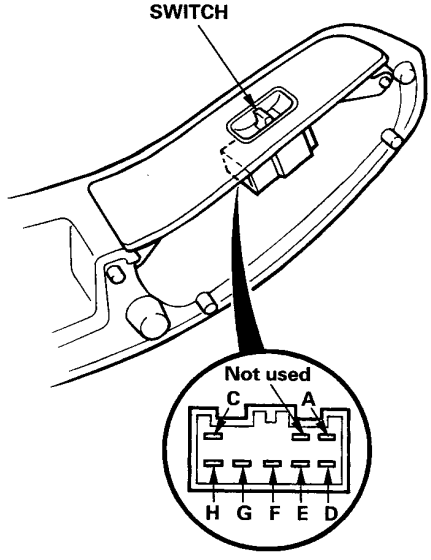
1. Remove the door panel.
2. Remove the switch from the armrest, then disconnect the 8-P connector.
3. Check for continuity between the terminals in each switch position according to the table.

Except KN model:

Position \ Terminal	C	D	E	G	H	A		F
UP	○	○	○	○				
OFF		○	○	○	○	○	⊙	○
DOWN	○	○		○	○			

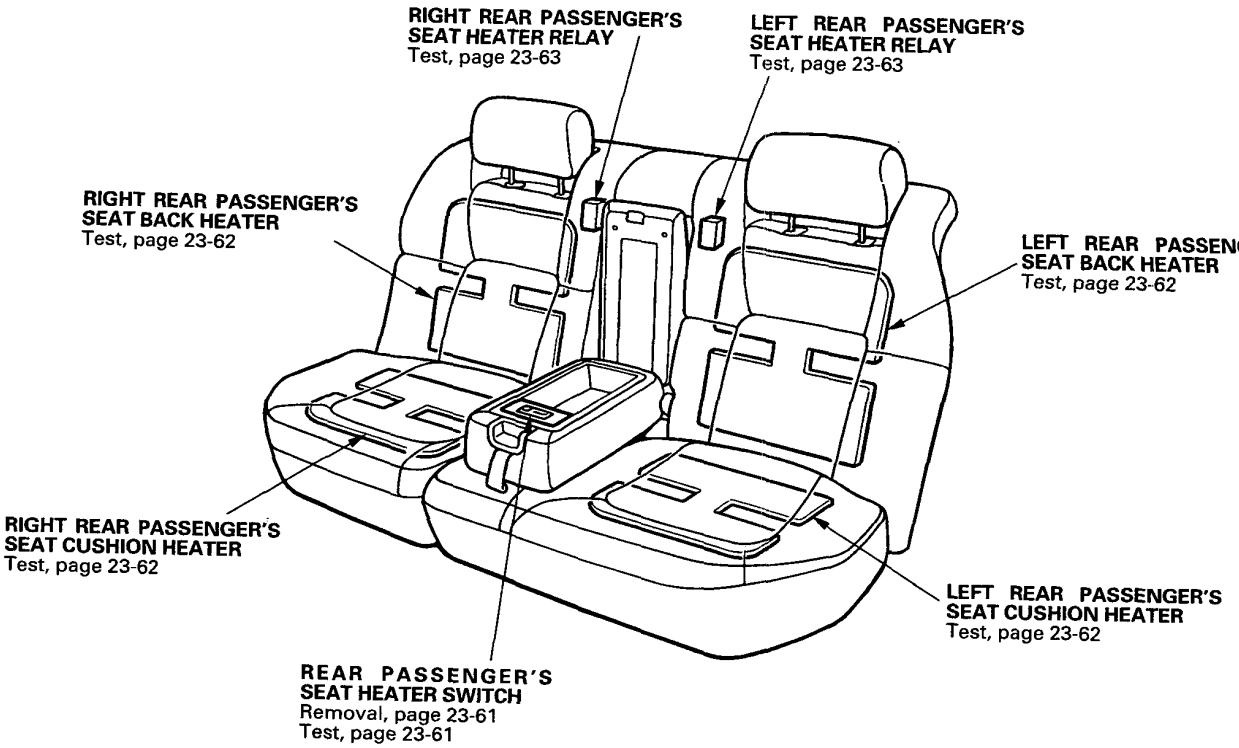
KN model:

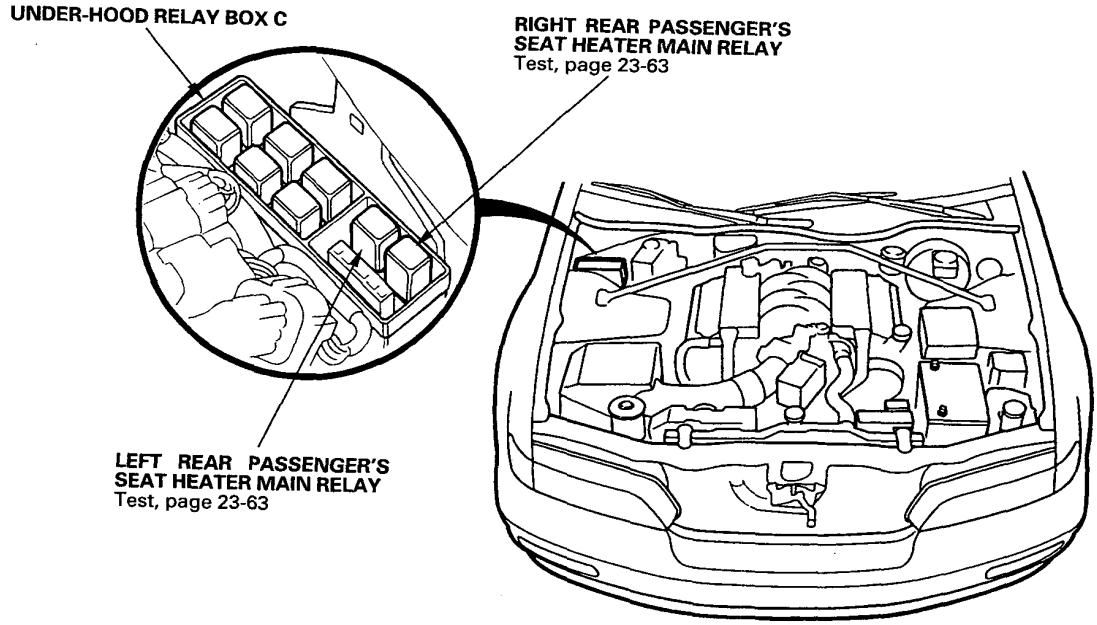
Position \ Terminal	C	D	E	G	H
UP	○	○	○	○	
OFF		○	○	○	○
DOWN	○	○		○	○



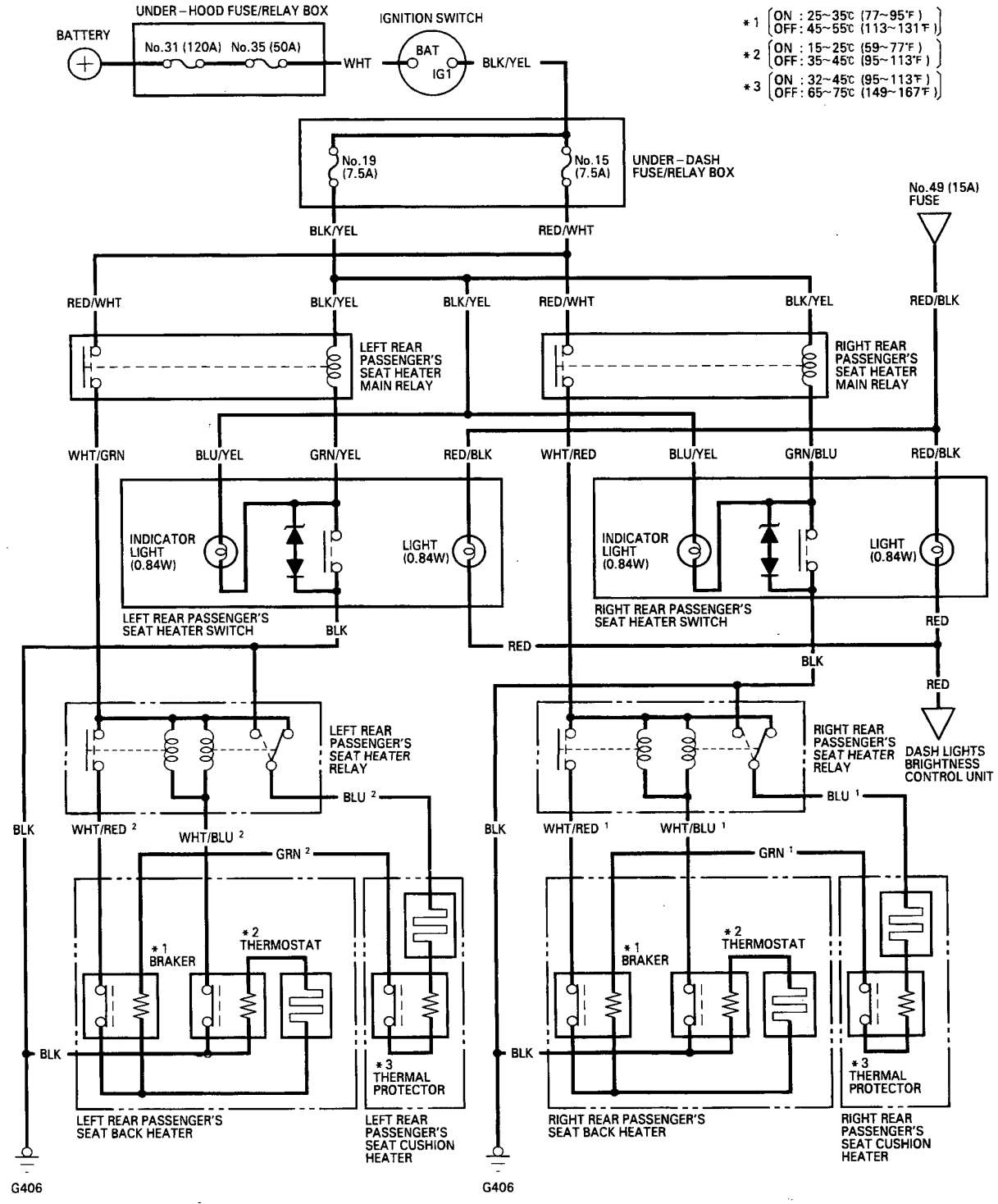
Rear Seat Heaters (KW model)

Component Location Index


RIGHT REAR PASSENGER'S SEAT HEATER RELAY
Test, page 23-63
LEFT REAR PASSENGER'S SEAT HEATER RELAY
Test, page 23-63
RIGHT REAR PASSENGER'S SEAT BACK HEATER
Test, page 23-62
LEFT REAR PASSENGER'S SEAT BACK HEATER
Test, page 23-62
RIGHT REAR PASSENGER'S SEAT CUSHION HEATER
Test, page 23-62
LEFT REAR PASSENGER'S SEAT CUSHION HEATER
Test, page 23-62
REAR PASSENGER'S SEAT HEATER SWITCH
Removal, page 23-61
Test, page 23-61


UNDER-HOOD RELAY BOX C
RIGHT REAR PASSENGER'S SEAT HEATER MAIN RELAY
Test, page 23-63
LEFT REAR PASSENGER'S SEAT HEATER MAIN RELAY
Test, page 23-63

Circuit Diagram



Rear Seat Heaters (KW model)

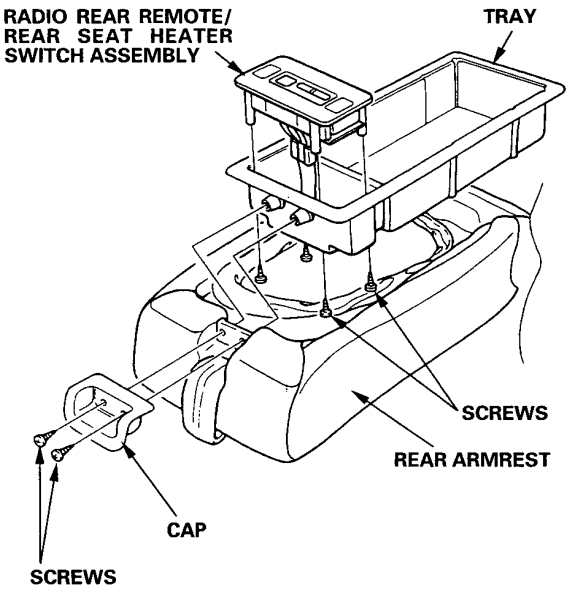
Troubleshooting

NOTE:
The numbers in the table show the troubleshooting sequence.

Symptom / Item to be inspected		Blown No. 15 (7.5 A) fuse (in the under-dash fuse/relay box)	Blown No. 19 (7.5 A) fuse (in the under-dash fuse/relay box)	Rear seat heater relay	Blown indicator light bulb	Rear seat heater switch	Rear seat heater control relay	Rear seat heater	Poor ground	Open circuit in wires, loose or disconnected terminals
Rear passenger's seat heaters do not operate, and indicator light does not go on.		1	2			3			G406	BLK/YEL, RED/WHT
Rear passenger's seat heaters operate, but indicator light does not go on.					1					BLK/YEL
Rear passenger's seat heaters do not operate, but indicator light goes on.	Right seat						1			WHT/RED
	Left seat						1			WHT/GRN
Rear passenger's seat cushion heater or seat back heater does not operate, but indicator light goes on.	Right seat					1	2	3		WHT/RED[1], WHT/BLU[1] or BLU[1], GRN[1]
	Left seat					1	2	3		WHT/RED[2], WHT/BLU[2] or BLU[2], GRN[2]

Rear Seat Heater Switch Removal/Test

1. Remove the rear seat, and disconnect all connectors.
2. Remove the tray from the rear armrest, then remove the radio rear remote/rear seat heater switch assembly from the tray.



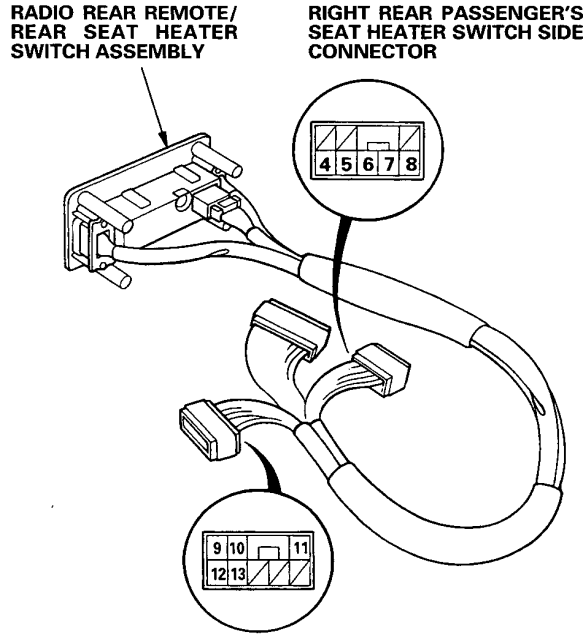
3. Check for continuity between the terminals in each switch position according to the table.

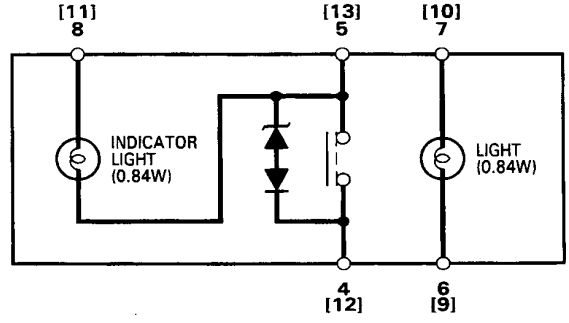
Right side:

Terminal / Position	4		5	8	6		7
ON	○	○	○	○	○	○	○
OFF	○	○	○				

Left side:

Terminal / Position	11		12	13	9		10
ON	○	○	○	○	○	○	○
OFF	○	○	○				





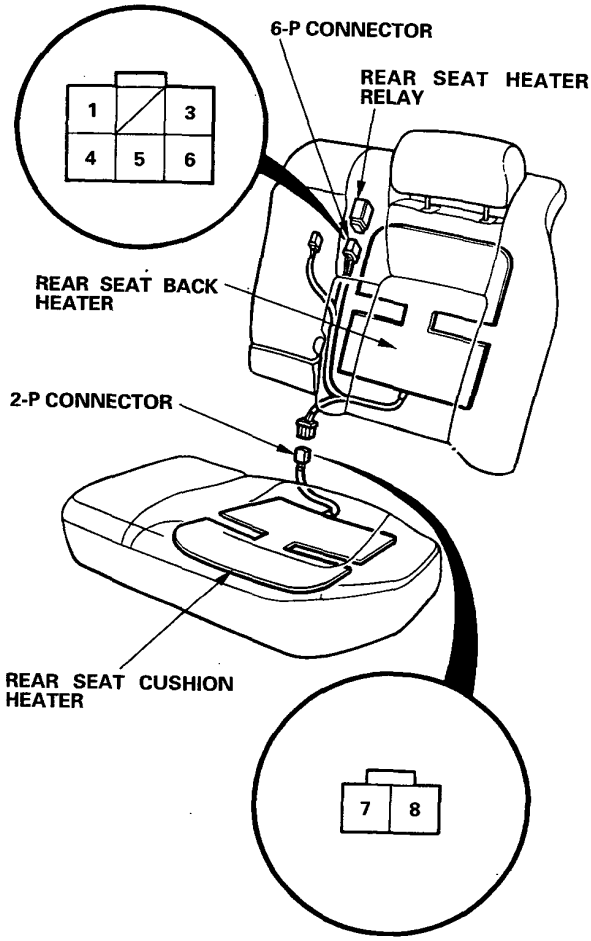
[ ] : Left rear passenger's seat heater switch

Rear Seat Heaters (KW model)

Rear Seat Heater Test

1. Remove the rear seat, and disconnect all connectors.
2. Disconnect the 6-P connector from the rear passenger's seat heater relay.

NOTE:
Left rear seat is shown, right rear seat is similar.

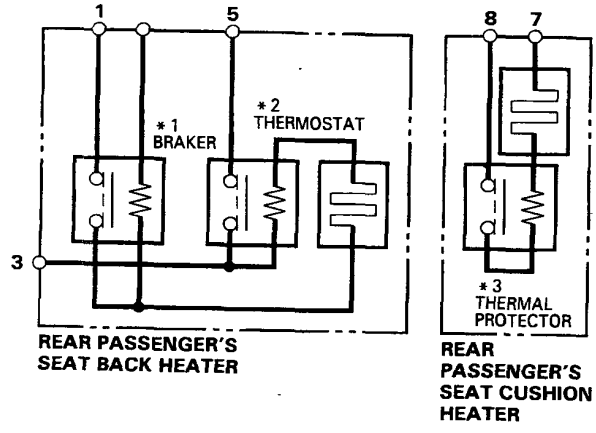


3. Check for continuity between the terminals of each heater according to the table.

NOTE:
Use an ohmmeter (Rx10^3 scale).

Heater \ Terminal	1	3	5	7	8
BACK	○	○	○		
CUSHION				○	○

NOTE:
This diagram shows the circuit in OFF condition.

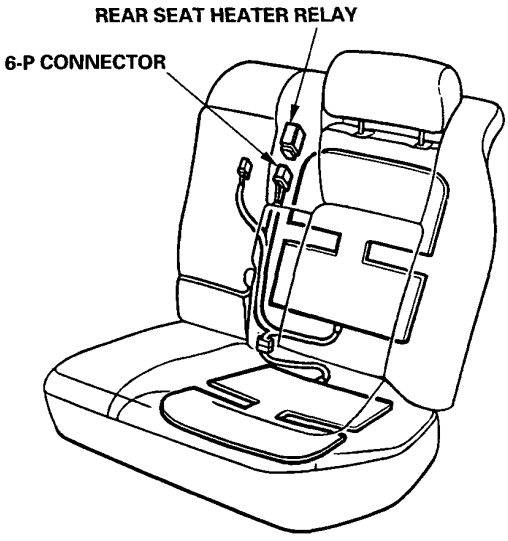


*1 { ON : 25~35℃ (77~95℉) / OFF : 45~55℃ (113~131℉) }
*2 { ON : 15~25℃ (59~77℉) / OFF : 35~45℃ (95~113℉) }
*3 { ON : 32~45℃ (95~113℉) / OFF : 65~75℃ (149~167℉) }

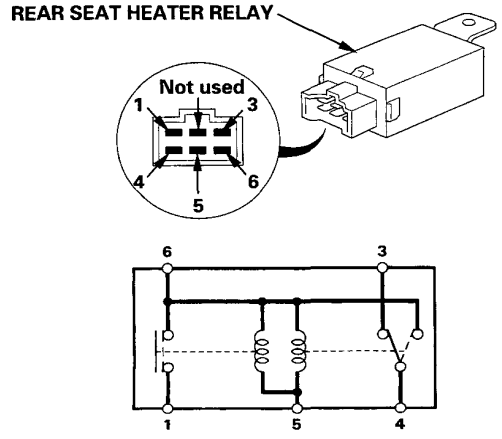
Relay Test

1. Remove the rear seat, and disconnect all connectors.
2. Disconnect the 6-P connector from the rear seat heater relay.

NOTE:
Left rear seat is shown, right rear seat is similar.



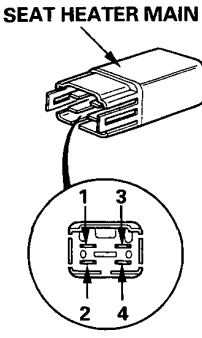
3. Check for continuity between terminals No. 6 and No. 1.
   There should be no continuity.
4. When power and ground are connected to terminals No. 6 and No. 5, there should be continuity between terminals No. 3 and No. 4, and there should be battery voltage to the No. 1 terminal.
5. When power is disconnected, there should be continuity between terminals No. 6 and No. 4.



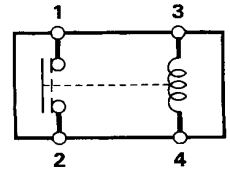
Main Relay Test

1. Remove the rear seat heater main relay from its socket in under-hood relay box C.
2. Check continuity between the relay terminals.

   There should be continuity between the No. 1 and No. 2 terminals when power and ground are connected to the No. 3 and No. 4 terminals.
   There should be no continuity when power is disconnected.



Terminal / Power (No. 3—No. 4)	1	2
Connected	○	○
Disconnected		

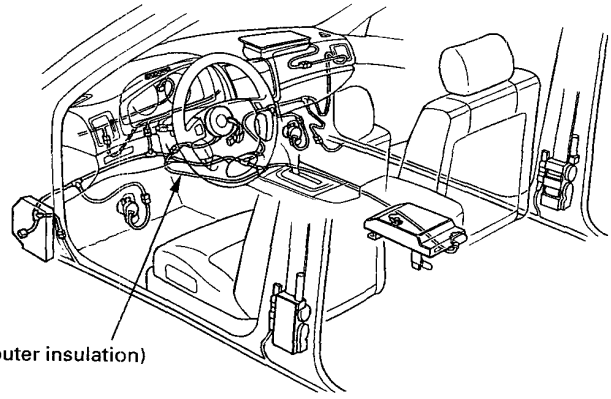


Driving Position Memory System (DPMS)(KN model)

Component Location Index

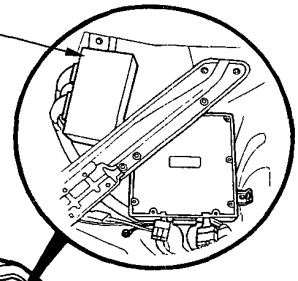
CAUTION:

- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**

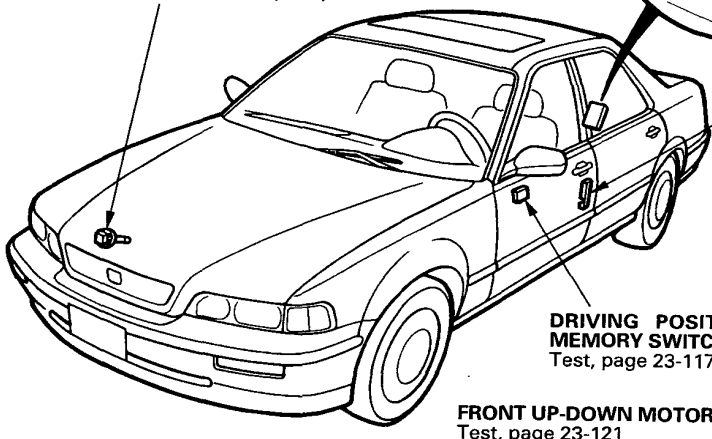


SRS MAIN HARNESS
(Covered with yellow outer insulation)

DRIVING POSITION MEMORY SYSTEM (DPMS) CONTROL UNIT
Troubleshooting, page 23-70
Input/Output Signals, page 23-112



VEHICLE SPEED SENSOR (VSS)



DRIVER'S DOOR SWITCH

DRIVER'S SEAT

RECLINE MEMORY SENSOR
Test, page 23-122

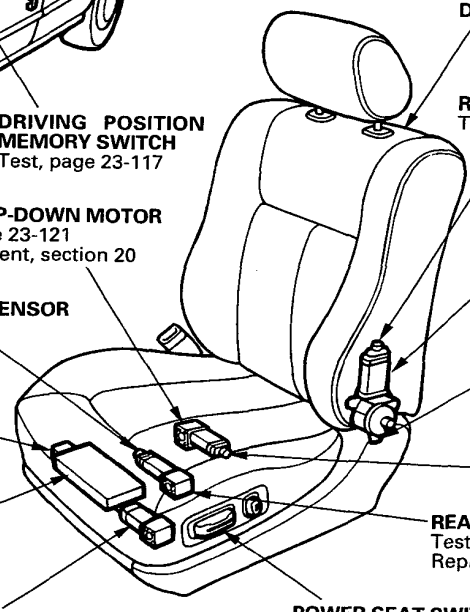
DRIVING POSITION MEMORY SWITCH
Test, page 23-117

FRONT UP-DOWN MOTOR
Test, page 23-121
Replacement, section 20

RECLINE MOTOR
Test, page 23-121
Replacement, section 20

REAR UP-DOWN MEMORY SENSOR
Test, page 23-122

RECLINE MEMORY LIMIT SWITCH
Test, page 23-123



SLIDE MEMORY SENSOR
Test, page 23-122

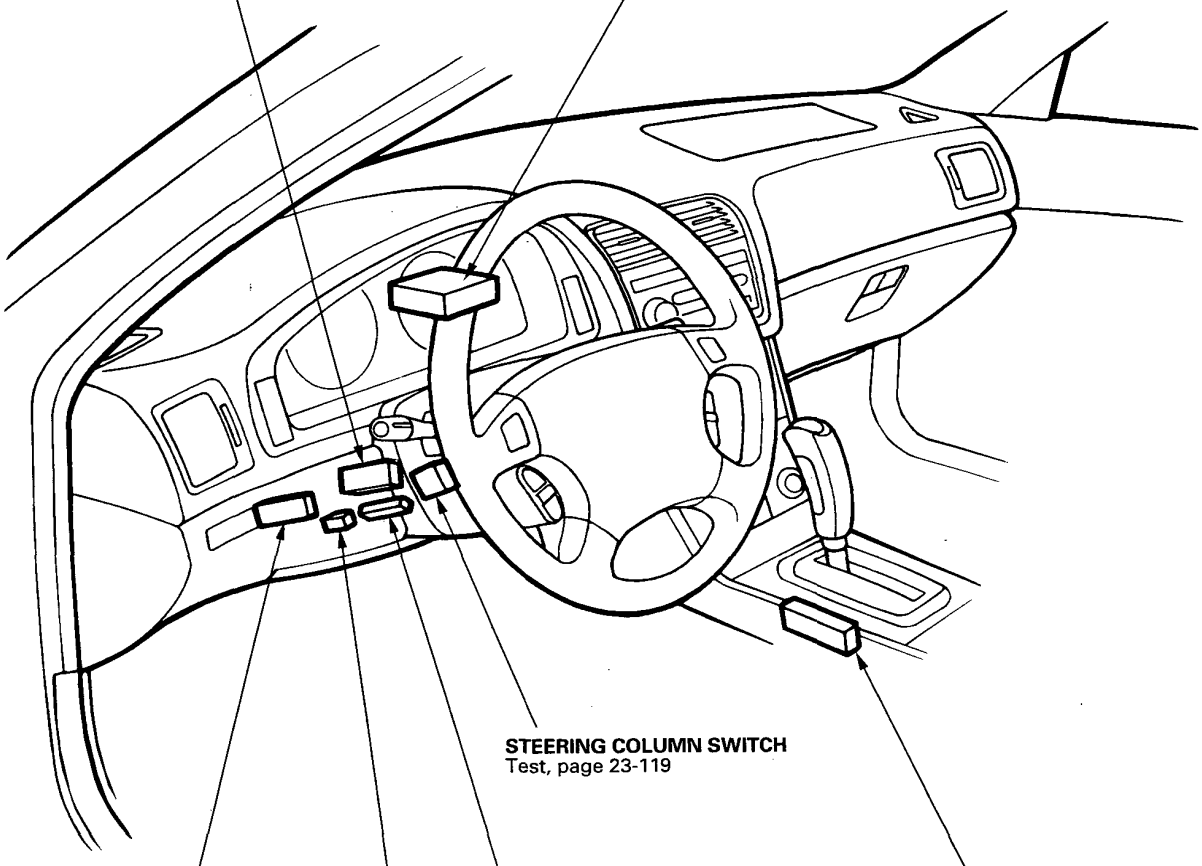
FRONT UP-DOWN MEMORY SENSOR
Test, page 23-122

POWER SEAT CONTROL UNIT
Troubleshooting, page 23-70
Replacement, section 20

REAR UP-DOWN MOTOR
Test, page 23-121
Replacement, section 20

SLIDE MOTOR
Test, page 23-121
Replacement, section 20

POWER SEAT SWITCH
Test, page 23-120
Replacement, section 20


STEERING COLUMN EXTEND-RETRACT MOTOR
(On the steering column)
Test, page 23-117
STEERING COLUMN CONTROL UNIT
Troubleshooting, page 23-70
STEERING COLUMN SWITCH
Test, page 23-119
SHIFT LEVER POSITION SWITCH
STEERING COLUMN TILT MOTOR
(On the steering column)
Test, page 23-117
EXTEND-RETRACT MEMORY SENSOR
(On the steering column)
Test, page 23-118
TILT MEMORY SENSOR
(On the steering column)
Test, page 23-118

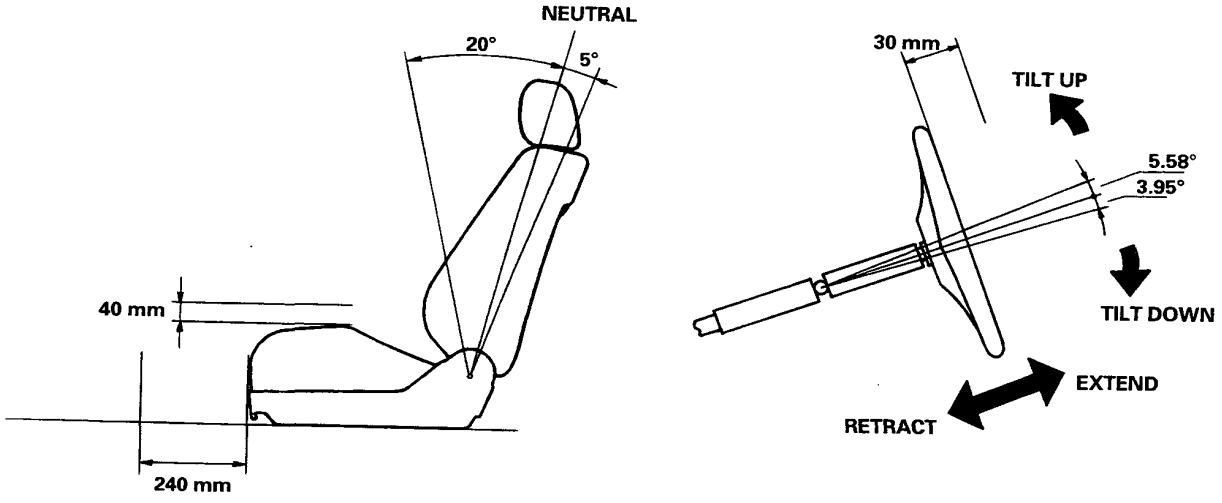
Driving Position Memory System (DPMS)(KN model)

Description

The power driver's seat and steering column, whose positions determine the driver's position, have a memory feature. The three seat adjustments (back and forth, up and down, seat back angle) and the two steering column adjustments (extend and retract, and steering column angle) can be regulated separately. All five adjustments can be memorized by pressing the MEMO button on the driving position memory switch, and then (within five seconds) pressing one of the two position buttons. Pressing the appropriate position button will move the seat and steering column to the position memorized for driver 1 or driver 2, eliminating manual seat and steering column adjustment when changing drivers.

NOTE:
Disconnecting the battery for more than 30 seconds will cancel the memorized positions.

MEMORY RANGES
The seat and steering column positions can be memorized within the ranges shown:



POWER SEAT MOTOR SENSORS
Each motor has a reed switch sensor which detects motor rotation and sends a pulse to the driving position memory system (DPMS) control unit when the motor rotates. The DPMS control unit stores the number of pulses in its memory, and the seat position is memorized.
- The recline motor sensor produces one pulse for every 0.12 degrees of seat movement.
- The slide motor sensor produces one pulse for every 0.14 mm of seat movement.
- The front and rear up-down motor sensors produce one pulse for every 0.1 mm of seat movement.

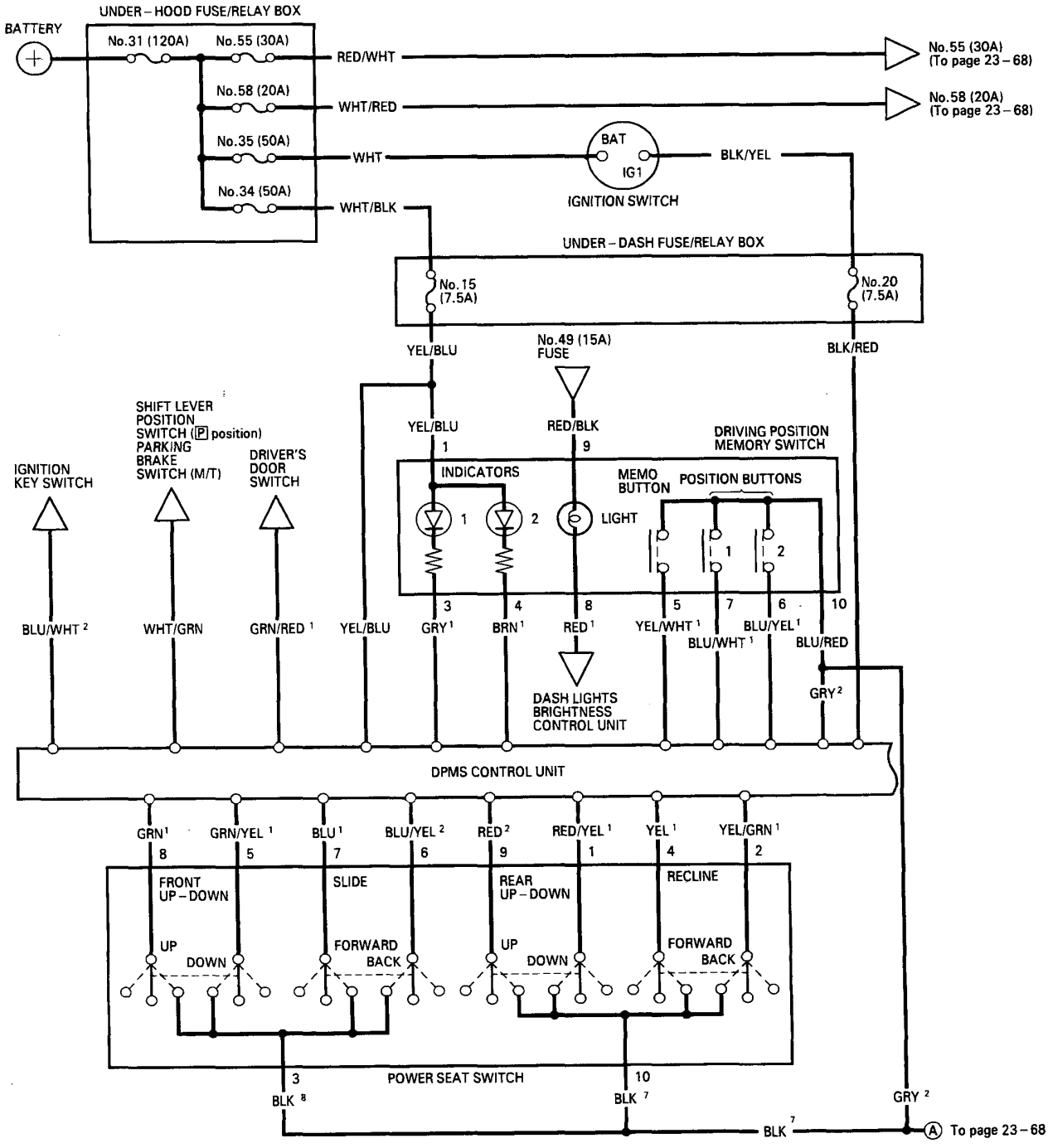
STEERING COLUMN SENSORS
By means of the variable resistor-type tilt sensor and extend-retract sensor, the DPMS control unit detects the voltage changes caused by the movements of the steering column. These voltage changes are stored in memory, and the steering column position is memorized.

MEMORY RETRIEVAL
Pushing one of two position buttons on the driving position memory switch retrieves a memorized seat-and-steering column position. This function is disabled at speeds above 6 mph (10 km/h).

"AUTO" SWITCH FUNCTION
When the ignition key is pulled out (ignition switch turned OFF) with the AUTO switch (in the steering column switch assembly) ON and the car parked (shift lever in [P]), the steering column will automatically move to the highest tilt position and fully retracted position to ease exit from the car.

Circuit Diagram

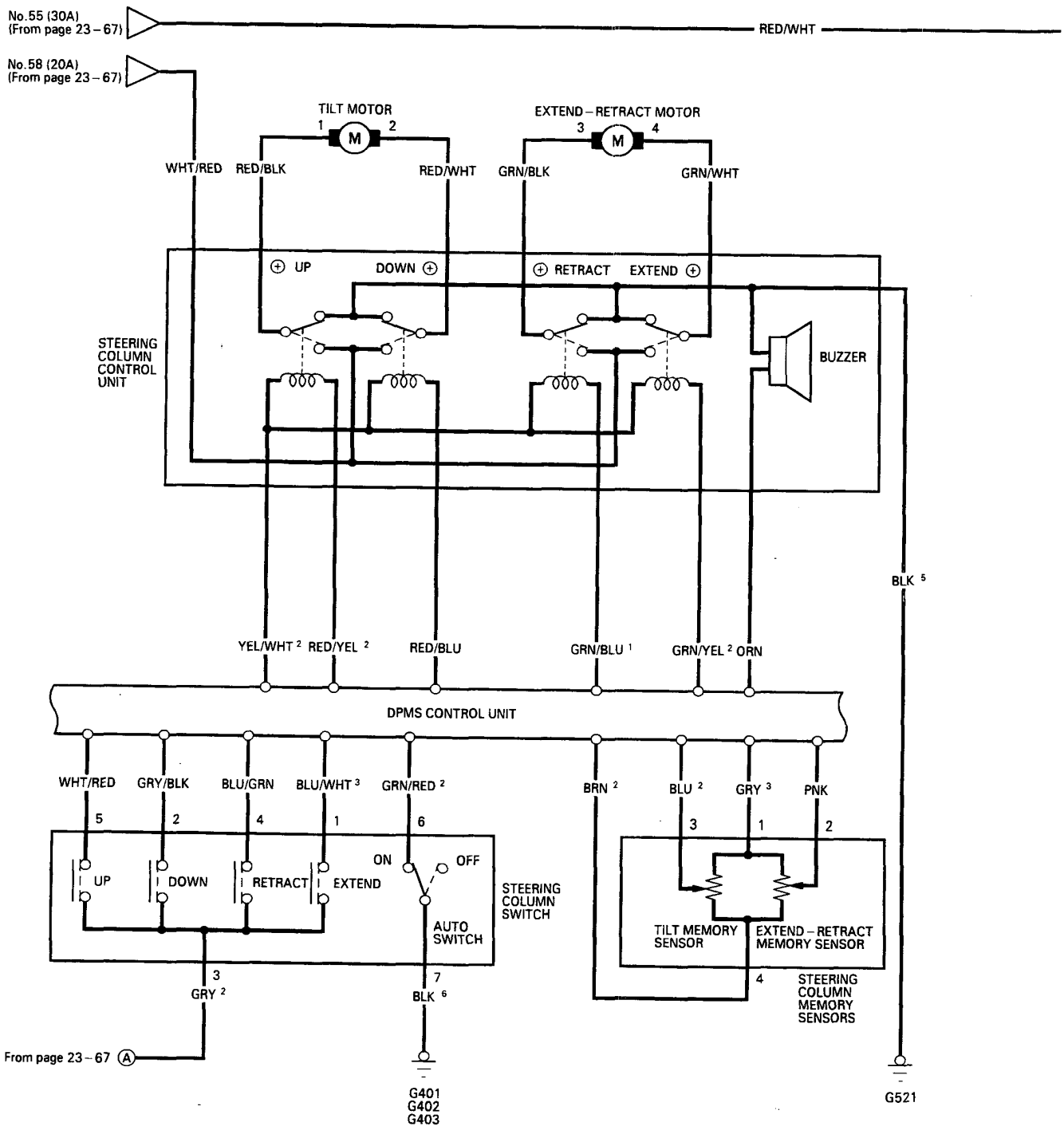
NOTE:
Different wires with the same color have been given a number suffix to distinguish them (for example, YEL/WHT[1] and YEL/WHT[2] are not the same).

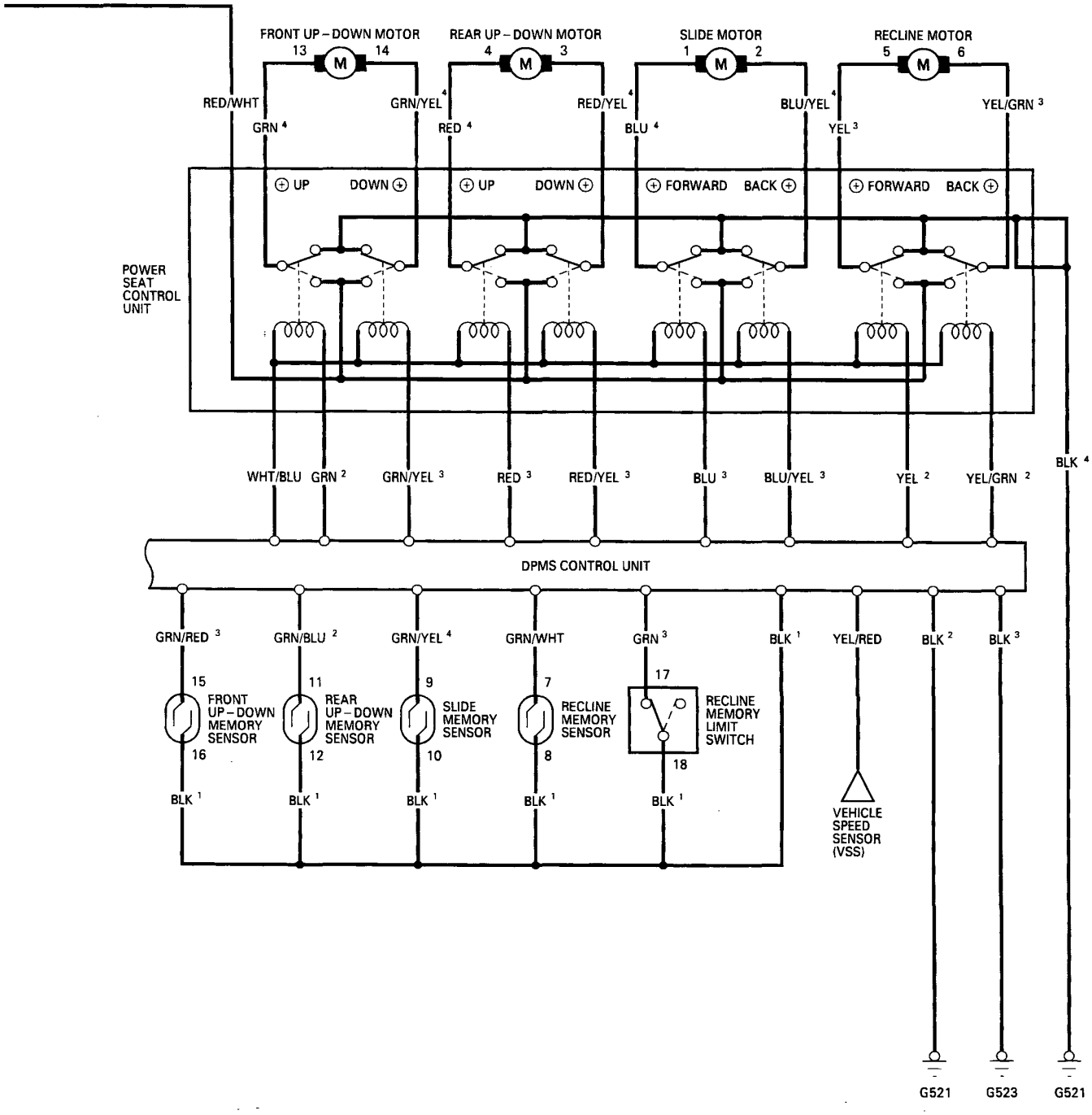


(cont'd)

Driving Position Memory System (DPMS)(KN model)

Circuit Diagram (cont'd)




FRONT UP – DOWN MOTOR
13
14
REAR UP – DOWN MOTOR
4
3
SLIDE MOTOR
1
2
RECLINE MOTOR
5
6
M
RED/WHT
GRN 4
GRN/YEL 4
RED 4
RED/YEL 4
BLU 4
BLU/YEL 4
YEL 3
YEL/GRN 3
⊕ UP
DOWN ⊕
⊕ FORWARD
BACK ⊕
POWER SEAT CONTROL UNIT
WHT/BLU
GRN 2
GRN/YEL 3
RED 3
RED/YEL 3
BLU 3
BLU/YEL 3
YEL 2
YEL/GRN 2
BLK 4
DPMS CONTROL UNIT
GRN/RED 3
GRN/BLU 2
GRN/YEL 4
GRN/WHT
GRN 3
BLK 1
YEL/RED
BLK 2
BLK 3
15
16
FRONT UP – DOWN MEMORY SENSOR
11
12
REAR UP – DOWN MEMORY SENSOR
9
10
SLIDE MEMORY SENSOR
7
8
RECLINE MEMORY SENSOR
17
18
RECLINE MEMORY LIMIT SWITCH
VEHICLE SPEED SENSOR (VSS)
G521
G523
G521

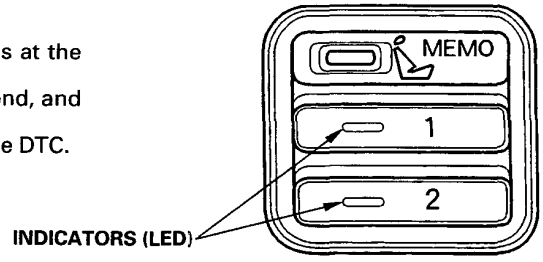
Troubleshooting (KN model)

Self-diagnostic Procedures

The self-diagnostic function of the driving position memory system detects system problems, and stores up to five problem causes in memory. This information can be retrieved by displaying the diagnostic trouble code.

Displaying the Diagnostic Trouble Code (DTC)

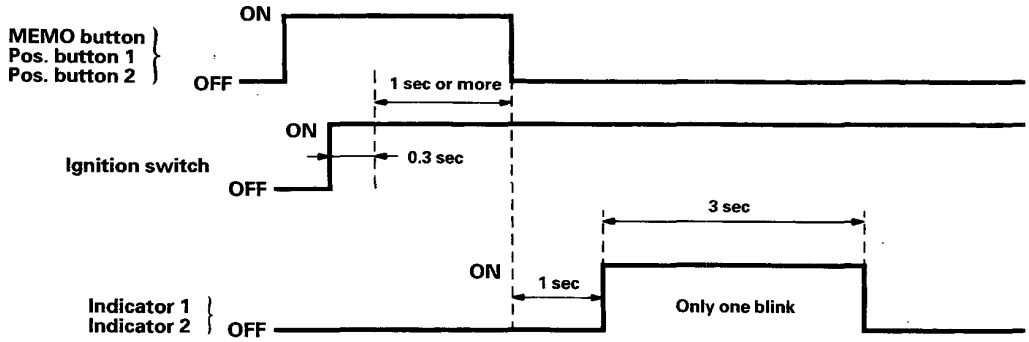
1. Turn the ignition switch OFF.
2. Press the MEMO button and both position buttons at the same time, and hold them down.
3. Turn the ignition switch ON, wait at least one second, and then release the three buttons.
4. The position button indicators will blink to show the DTC.



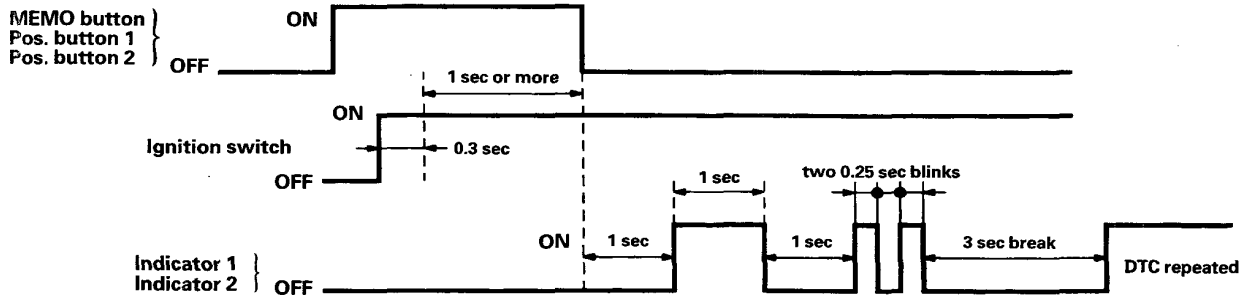
DTC Indications

Up to five DTCs can be indicated in the order the problems occurred. The first digit is indicated by the number of one second blinks, the second digit is indicated by the number of 0.25 second blinks. There is a three second break between each DTC of multiple DTCs.

1. No System Problem(s)



2. System Problem(s) Exist(s) (Example shows DTC 12)



Cancelling the DTC Indication

- Turn the ignition switch OFF or
- Press the MEMO button or
- Press position button 1 or
- Press position button 2 or
- Press one of the driving position adjustment switches.

Erasing the DTC from Memory

Disconnect the battery negative cable or remove the No. 20 (7.5 A) fuse from the under-dash fuse/relay box for at least 30 seconds.

Diagnostic Trouble Code (DTC) Chart

NOTE:
Before you proceed with the appropriate flowchart(s), check power and ground as described in the tests on page 23-73.

DTC	Symptom	Possible Cause	Flowchart	Page
1	Seat can't be adjusted with the slide switch.	Fault in slide switch or slide switch wiring	21	23-99
2	Seat can't be adjusted with the reclining switch.	Fault in recline switch or recline switch wiring	22	23-100
3	Seat front height can't be adjusted with the front up-down switch.	Fault in front up-down switch or front up-down switch wiring	23	23-101
4	Seat rear height can't be adjusted with the rear up-down switch.	Fault in rear up-down switch or rear up-down switch wiring	24	23-102
5	Steering column can't be adjusted with the tilt switch.	Fault in tilt switch or tilt switch wiring	25	23-103
6	Steering column can't be adjusted with the extend-retract switch.	Fault in extend-retract switch or extend-retract switch wiring	26	23-104
11	Seat can't be adjusted with the slide switch and position buttons.	Fault in slide switch or slide relay wiring	3, 4, 6, 21	23-81, 86, 91, 99
12	Seat can't be adjusted with the recline switch and position buttons.	Fault in recline switch or recline relay wiring	3, 4, 6, 22	23-81, 86, 91, 100
13	Seat can't be adjusted with the front up-down switch and position buttons.	Fault in front up-down switch or front up-down relay wiring	3, 4, 6, 23	23-81, 86, 91, 101
14	Seat can't be adjusted with the rear up-down switch and position buttons.	Fault in rear up-down switch or rear up-down relay wiring	3, 4, 6, 24	23-81, 86, 91, 102
15	Steering column can't be adjusted with the tilt switch and position buttons.	Fault in tilt switch or tilt relay wiring	3, 4, 6, 25	23-81, 86, 91, 103
16	Steering column can't be adjusted with the extend-retract switch and position switches.	Fault in extend-retract switch or extend-retract relay wiring	3, 4, 6, 26	23-81, 86, 91, 104
21	Positions can't be stored with the IGN switch ON and the MEMO button pressed.	Fault in MEMO button wiring or common wiring of switches	33	23-107
22	Positions can't be stored or retrieved with position button 1.	Fault in position button 1 wiring or common wiring of switches	34	23-107
23	Positions can't be stored or retrieved with position button 2.	Fault in position button 2 wiring or common wiring of switches	35	23-108
24	Seat can't be adjusted with the slide switch.	Fault in forward slide switch wiring or common wiring of switches	21	23-99

(cont'd)

Diagnostic Trouble Code (DTC) Chart (cont'd)

DTC	Symptom	Possible Cause	Flowchart	Page
25	Seat can't be adjusted with the slide switch.	Fault in backward slide switch wiring or common wiring of switches	21	23-99
26	Seat can't be adjusted with the recline switch.	Fault in forward recline switch wiring or common wiring of switches	22	23-100
27	Seat can't be adjusted with the recline switch.	Fault in backward recline switch wiring or common wiring of switches	22	23-100
28	Seat can't be adjusted with the front up-down switch.	Fault in front up-switch wiring or common wiring of switches	23	23-101
29	Seat can't be adjusted with the front up-down switch.	Fault in front down-switch wiring or common wiring of switches	23	23-101
30	Seat can't be adjusted with the rear up-down switch.	Fault in rear up-switch wiring or common wiring of switches	24	23-102
31	Seat can't be adjusted with the rear up-down switch.	Fault in rear down-switch wiring or common wiring of switches	24	23-102
32	Steering column can't be adjusted with the tilt switch.	Fault in tilt-up switch wiring or common wiring of switches	25	23-103
33	Steering column can't be adjusted with the tilt switch.	Fault in tilt-down switch wiring or common wiring of switches	25	23-103
34	Steering column can't be adjusted with the extend-retract switch.	Fault in extend switch wiring or common wiring of switches	26	23-104
35	Steering column can't be adjusted with the extend-retract switch.	Fault in retract switch wiring or common wiring of switches	26	23-104
36	Steering column doesn't tilt up when the IGN key is pulled out.	Fault in the ignition switch or ignition switch wiring	1	23-78

Pre-Troubleshooting Tests

Before troubleshooting the DTC(s) indicated by the LEDs in the position buttons of the memory switch, or before selecting a flowchart from the troubleshooting guide on page 23-74, make following tests to check power and ground.

NOTE:
- Make all voltage checks in the flowcharts (except those in the tests below) with the connectors connected.
- Make all continuity checks in the flowcharts with the connectors disconnected.
- Be careful not to cause shorts or damage wire insulation when back-probing.
- Page 23-77 shows all control units and their connectors.
- In the flowcharts, "DPMS control unit" stands for "driving position memory system control unit", "PS control unit" stands for "power seat control unit", and "SC control unit" stands for "steering column control unit".
- All connector views in the flowcharts are from the wire side.

Disconnect the 10-P connector from the DPMS control unit, and check voltage between the YEL/BLU wire and ground.

Is there 10 — 14 V?

NO → **Repair open in the YEL/BLU wire or replace blown No. 15 (7.5 A) fuse in the under-dash fuse/relay box.**

YES

Check for continuity between the DPMS control unit 10-P connector BLK[2] wire and ground, and BLK[3] wire and ground.

Is there continuity?

NO → **Repair open in the BLK[2] or BLK[3] wire, or repair poor ground (G521, G523).**

YES

Disconnect the 7-P connector A from the PS control unit, and check voltage between the RED/WHT wire and ground.

Is there 10 — 14 V?

NO → **Repair open in the RED/WHT wire or replace blown No. 55 (30 A) fuse in the under-hood fuse/relay box.**

YES

Disconnect the 7-P connector B from the PS control unit, and check for continuity between the two BLK[4] wires and ground.

Is there continuity?

NO → **Repair open in the BLK[4] wires, or repair poor ground (G521).**

YES

Disconnect the 7-P connector from the SC control unit, and check voltage between the WHT/RED wire and ground.

Is there 10 — 14 V?

NO → **Repair open in the WHT/RED wire or replace blown No. 58 (20 A) fuse in the under-hood fuse/relay box.**

YES

Check for continuity between the BLK[5] wire of the SC control unit 7-P connector and ground.

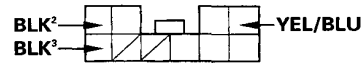
Is there continuity?

NO → **Repair open in the BLK[5] wire, or repair poor ground (G521).**

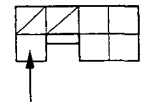
YES

Continue with the flowchart indicated by the DTC, or select a flowchart from the troubleshooting guide on page 23-74.

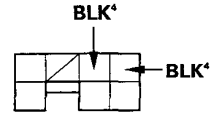
DPMS control unit 10-P connector



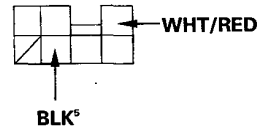
Power seat control unit 7-P connector A



Power seat control unit 7-P connector B



Steering column control unit 7-P connector



Troubleshooting (KN model)

Troubleshooting Guide

After completing the power and ground tests (see page 23-73), select the flowchart(s) listed below for the symptom(s) you want to troubleshoot. If the symptom(s) are related to automatic adjusting, read first the explanation for the automatic adjustment modes on the next page.

NOTE:

- Make all voltage checks in the flowcharts with the connectors connected.
- Make all continuity checks in the flowcharts with the connectors disconnected.
- When backprobing, be careful not to cause shorts or damage wire insulation.
- Page 23-77 shows all control units and their connectors.
- In the flowcharts, "DPMS control unit" stands for "driving position memory system control unit", "PS control unit" stands for "power seat control unit", and "SC control unit" stands for "steering column control unit".
- All connector views in the flowcharts are from the wire side.

Symptom		Flowchart No.
Automatic Adjustments	Adjustment mode 1 doesn't work.	1
	Adjustment mode 2 doesn't work.	2
	Adjustment mode 3 doesn't work.	3
	Adjustment mode 4 doesn't work.	4
	Seat and steering column can't be automatically adjusted.	5
	Only the seat can't be automatically adjusted.	6
	Only the steering column can't be automatically adjusted.	7

Automatic Adjustment Modes

Mode 1: When the ignition key is pulled out (ignition switch turned OFF) with the AUTO switch (in the steering column switch assembly) ON and the car parked (shift lever in [P]), the steering column will automatically move to the highest tilt position and the fully-retracted position to ease exit from the car.

Mode 2: When the ignition key is inserted at the end of mode 1, without turning the ignition ON and with the car still parked, the steering column will return to the position it had before mode 1 began.

Mode 3: When one of the position buttons is pressed (one touch) with the car parked (shift lever in [P]), the driver's door open, and the ignition key inserted, the seat and steering column will move to their memorized positions. (If the key is not inserted, only the seat will move.)

Mode 4: When you press and hold one of the position buttons with the driver's door closed and the ignition key inserted, the seat and steering column will move to their memorized positions. (If the key is not inserted, only the seat will move.)

	Symptom	Flowchart No.
Automatic Adjustments	Adjustment mode 3 works though the car is parked with the driver's door closed.	8
	Adjustment mode 3 doesn't work when the car is parked and the driver's door is open.	9
	Adjustment mode 3 works though the car is running with the driver's door open.	10
	Adjustment mode 1 works though the AUTO switch is OFF.	11
	Seat reclining doesn't stop at the reclining limit in adjustment modes 3 and 4.	12
	Automatic adjustment can't be stopped by pressing the power seat, steering column, MEMO, or a position switch.	13
	Automatic adjustment can't be stopped by pressing the power seat switch.	14
	Automatic adjustment can't be stopped by pressing the steering column switch.	15
	Automatic adjustment can't be stopped by pressing the MEMO switch or one of the position buttons.	16
	The steering column adjusts automatically though the ignition key is pulled out.	17
Manual Adjustments	The seat and steering column can't be manually adjusted.	18
	The seat can't be manually adjusted at all.	19
	The steering column can't be manually adjusted at all.	20
	The seat can't be adjusted with the slide switch.	21
	The seat can't be adjusted with the recline switch.	22
	The seat can't be adjusted with the front up-down switch.	23
	The seat can't be adjusted with the rear up-down switch.	24

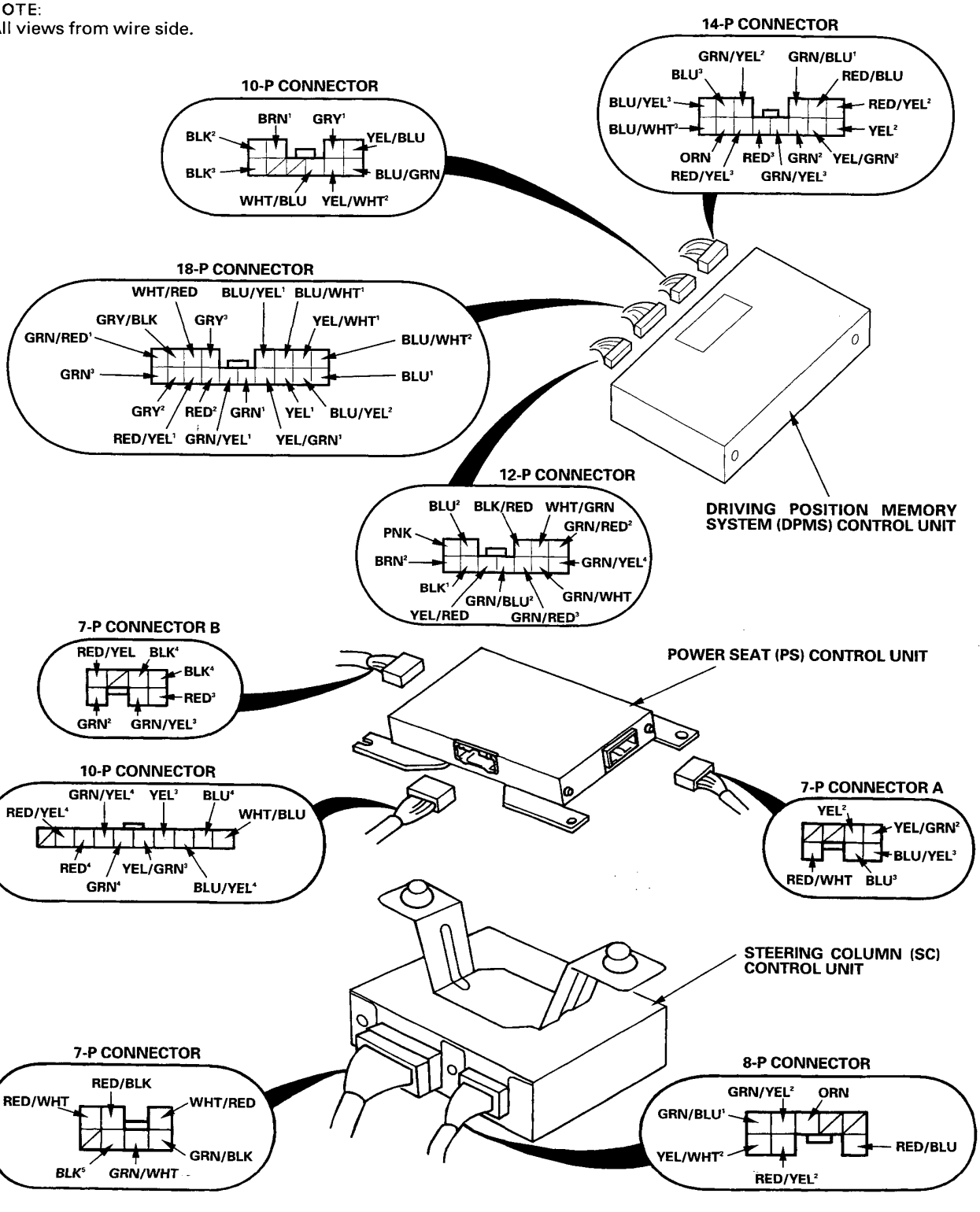
(cont'd)

Troubleshooting Guide (cont'd)

Symptom		Flowchart No.
Manual Adjustments	The steering column can't be adjusted with the tilt switch.	25
	The steering column can't be adjusted with the extend-retract switch.	26
	The seat slide switch works only for about one second.	27
	The seat recline switch works only for about one second.	28
	The seat front up-down switch works only for about one second.	29
	The seat rear up-down switch works only for about one second.	30
	The steering column tilt switch works only for about one second.	31
	The steering column extend-retract switch works only for about one second.	32
Others	The driving position can't be stored at all.	33
	The driving position can't be stored with position button 1.	34
	The driving position can't be stored with position button 2.	35
	The steering column control unit buzzer doesn't sound.	36
	The position button indicators don't go on or don't blink.	37
	The glowing or blinking position button indicators don't go off when doing manual adjustments.	38
	The self-diagnostic function doesn't work.	39

Control Units and Control Unit Connectors

NOTE:
All views from wire side.



Flowcharts

Flowchart No. 1

Check voltage between the DPMS control unit 18-P connector BLU/WHT[2] wire and ground. There should be 1 V or less with the ignition key inserted, and 10 V or more with the key pulled out.

Are voltages as specified?

NO → **Open or short in the wire, or faulty ignition key switch**

YES

Check voltage between the DPMS control unit 12-P connector BLK/RED wire and ground. There should be 10 V or more with the ignition switch ON, and 1 V or less with the ignition switch OFF.

Are voltages as specified?

NO → **Open or short in the wire, blown No. 20 (7.5 A) fuse in the under-dash fuse/relay box, or faulty ignition switch**

YES

(A/T only)

Check voltage between the DPMS control unit 12-P connector WHT/GRN wire and ground. There should be 1 V or less with the shift lever in [P], and 4 V or more with the shift lever in any other position than [P].

Are voltages as specified?

NO → **Open or short in the wire, or faulty shift lever position switch**

YES

Check voltage between the DPMS control unit 12-P connector GRN/RED[2] wire and ground. There should be 1 V or less with the AUTO switch ON, and 4 V or more with the AUTO switch OFF.

Are voltages as specified?

NO → **Open or short in the wire, or faulty AUTO switch (see page 23-119)**

YES

Check voltage between the BRN[2] and GRY[3] wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.

NOTE:
All DPMS control unit connectors must be connected.

Is there 5 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

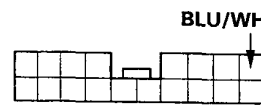
Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

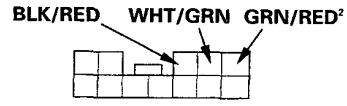
YES

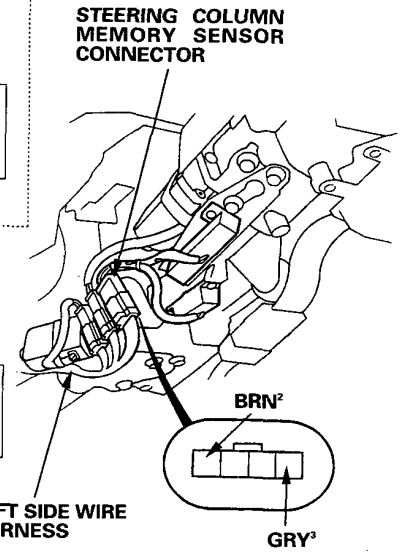
(To page 23-79)

DPMS control unit 18-P connector

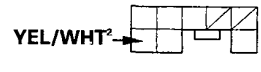


DPMS control unit 12-P connector





Steering column control unit 8-P connector



(From page 23-78)

Check voltage between the DPMS control unit 12-P connector BRN² and BLU² wires. There should be 5 V with the steering column in the fully-up position, and no voltage in the fully-down position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty tilt memory sensor (see page 23-118)**

YES

Check voltage between the DPMS control unit 12-P connector BRN² and PNK wires. There should be 5 V with the steering column in the fully-extend position, and no voltage in the fully-retract position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty extend-retract memory sensor (see page 23-118)**

YES

Check voltage between the RED/BLK wire on the left side wire harness side of the tilt motor connector and ground, and between the RED/WHT wire and ground. There should be 12 V with the tilt-up switch or tilt-down switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO → **Open or short in the wires, or faulty SC control unit**

YES

Check voltage between the GRN/BLK wire on the left side wire harness side of the extend-retract motor connector and ground, and between the GRN/WHT wire and ground. There should be 12 V with the retract or extend switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO → **Open or short in the wires, or faulty SC control unit**

YES

Test the steering column tilt motor (see page 23-117).

Does the motor run smoothly without noise?

NO → **Open in the RED/BLK or RED/WHT motor wire, or faulty tilt motor**

YES

Test the steering column extend-retract motor (see page 23-117).

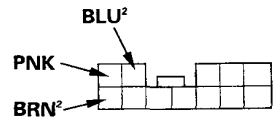
Does the motor run smoothly without noise?

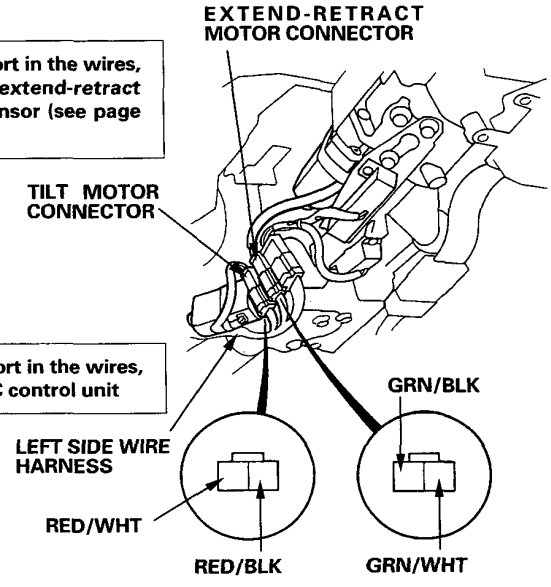
NO → **Open in the GRN/BLK or GRN/WHT motor wire, or faulty extend-retract motor**

YES

Faulty DPMS control unit

DPMS control unit 12-P connector





(cont'd)

Flowcharts (cont'd)

Flowchart No. 2

Check voltage between the DPMS control unit 18-P connector BLU/WHT[2] wire and ground. There should be 1 V or less with the ignition key inserted, and 10 V or more with the key pulled out.

Are voltages as specified?

NO → **Open or short in the wire, or faulty ignition key switch**

YES

Check voltage between the BRN[2] and GRY[3] wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.
NOTE:
All DPMS control unit connectors must be connected.

Is there 5 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

Is there 10-14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the DPMS control unit 12-P connector BRN[2] and BLU[2] wires. There should be 5 V with the steering column in the fully-up position, and no voltage in the fully-down position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty tilt memory sensor (see page 23-118)**

YES

Check voltage between the DPMS control unit 12-P connector BRN[2] and PNK wires. There should be 5 V with the steering column in the fully-extend position, and no voltage in the fully-retract position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty extend-retract memory sensor (see page 23-118)**

YES

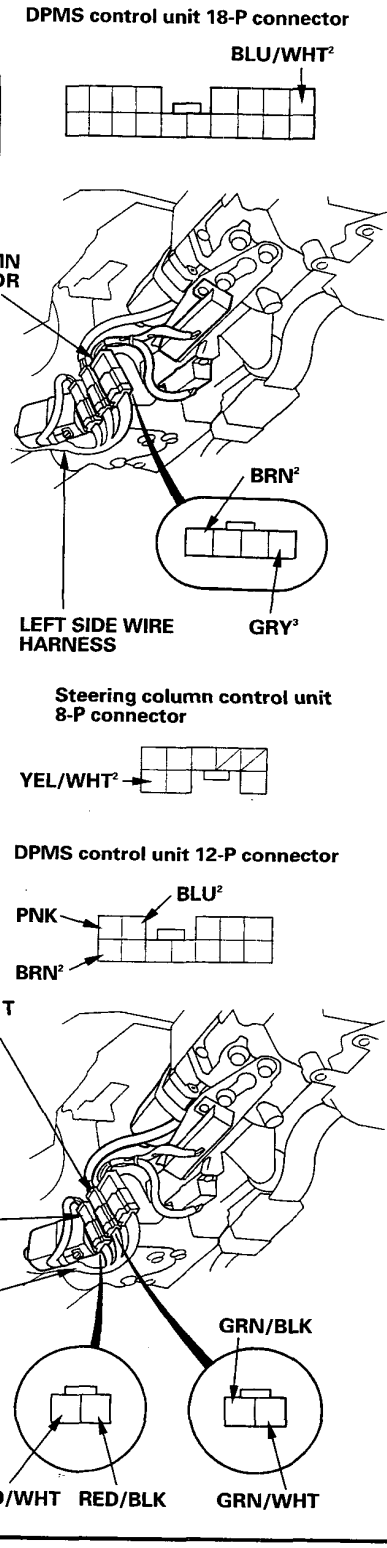
Check voltage between the RED/BLK wire on the left side wire harness side of the tilt motor connector and ground, and between the RED/WHT wire and ground. There should be 12 V with the tilt-up switch or tilt-down switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO → **Open or short in the wires, or faulty SC control unit**

YES

(To page 23-81)



(From page 23-80)

Check voltage between the GRN/BLK wire on the left side wire harness side of the extend-retract motor connector and ground, and between the GRN/WHT wire and ground. There should be 12 V with the retract or extend switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO → **Open or short in the wires, or faulty SC control unit**

YES

Test the steering column tilt motor (see page 23-117).

Does the motor run smoothly without noise?

NO → **Open in the RED/BLK or RED/WHT motor wire, or faulty tilt motor**

YES

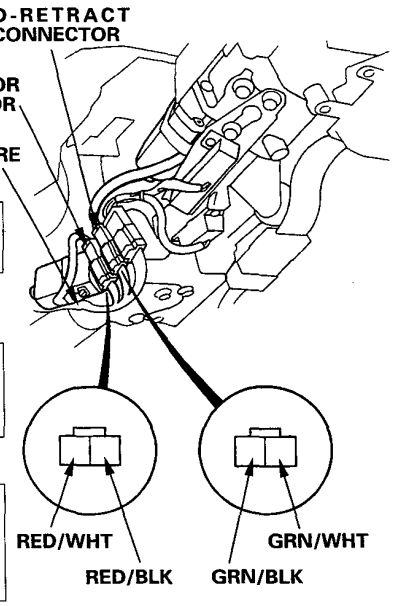
Test the steering column extend-retract motor (see page 23-117).

Does the motor run smoothly without noise?

NO → **Open in the GRN/BLK or GRN/WHT motor wire, or faulty extend-retract motor**

YES

Faulty DPMS control unit



Flowchart No. 3

Check voltage between the DPMS control unit 18-P connector GRN/RED[1] wire and ground. There should be 1 V or less with the driver's door open, and 10 V or more with the door closed.

Are voltages as specified?

NO → **Open or short in the wire, or faulty driver's door switch**

YES

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

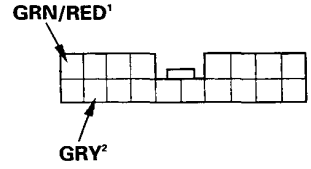
Is there continuity?

YES → **Short in the wires**

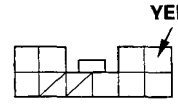
NO

(To page 23-82)

DPMS control unit 18-P connector



DPMS control unit 10-P connector



(cont'd)

Flowcharts (cont'd)

(From page 23-81)

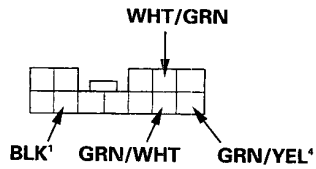
Check voltage between the DPMS control unit 12-P connector WHT/GRN wire and ground.
M/T : There should be 1 V or less with the parking brake lever up, and 4 V or more with the lever down.
A/T : There should be 1 V or less with the shift lever in [P], and 4 V or more with the lever in any other position than [P].

Are voltages as specified?

NO → **Open or short in the wire, faulty shift lever position switch or parking brake switch**

YES

DPMS control unit 12-P connector



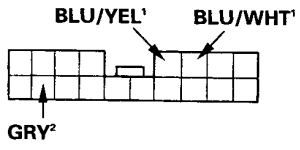
Check for continuity between the DPMS control unit 18-P connector BLU/WHT¹ and GRY² wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 1 (see page 23-117)**

YES

DPMS control unit 18-P connector



Check for continuity between the DPMS control unit 18-P connector BLU/YEL¹ and GRY² wires. There should be continuity with position button 2 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 2 (see page 23-117)**

YES

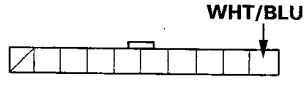
Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Are there 10 — 14 V?

NO → **Open in the wire or faulty PS control unit**

YES

Power seat control unit 10-P connector



Check voltage between the DPMS control unit 12-P connector GRN/YEL⁴ and BLK¹ wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the slide motor running?

NO → **Open or short in the wires, or faulty slide memory sensor (see page 23-122)**

YES

Check voltage between the DPMS control unit 12-P connector GRN/WHT and BLK¹ wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the recline motor running?

NO → **Open or short in the wires, or faulty recline memory sensor (see page 23-122)**

YES

(To page 23-83)

(From page 23-82)

Check voltage between the DPMS control unit 12-P connector GRN/RED[3] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the front up-down motor running?

NO → **Open or short in the wires, or faulty front up-down memory sensor (see page 23-122)**

YES

Check voltage between the DPMS control unit 12-P connector GRN/BLU[2] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the rear up-down motor running?

NO → **Open or short in the wires, or faulty rear up-down memory sensor (see page 23-122)**

YES

Check voltage between the BLU[4] wire of the driver's seat harness slide motor connector and ground, and between the BLU/YEL[4] wire and ground. There should be about 12 V with the slide switch pushed forward and back, and no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty slide switch (see page 23-120)**

YES

Check voltage between the YEL[3] wire of the driver's seat harness recline motor connector and ground, and between the YEL/GRN[3] wire and ground. There should be about 12 V with the recline switch pushed forward and back, and no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Check voltage between the GRN[4] wire of the driver's seat harness front up-down motor connector and ground, and between the GRN/YEL[4] wire and ground. There should be about 12 V with the front up-down switch pushed up and down, and no voltage with the switch in neutral.

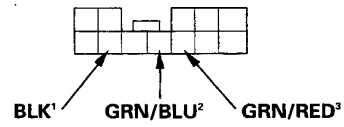
Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty front up-down switch (see page 23-120)**

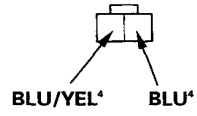
YES

(To page 23-84)

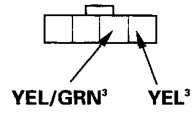
DPMS control unit 12-P connector



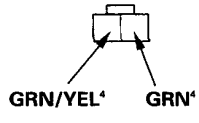
Driver's seat harness slide motor 2-P connector



Driver's seat harness recline motor 4-P connector



Driver's seat harness front up-down motor 2-P connector



(cont'd)

Flowcharts (cont'd)

(From page 23-83)

Check voltage between the RED[4] wire of the driver's seat harness rear up-down motor connector and ground, and between the RED/YEL[4] wire and ground. There should be about 12 V with the rear up-down switch pushed up and down, and no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty rear up-down switch (see page 23-120)**

YES

Test the power seat slide motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the BLU[4] or BLU/YEL[4] motor wire, or faulty slide motor**

YES

Test the power seat recline motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the YEL[3] or YEL/GRN[3] motor wire, or faulty recline motor**

YES

Test the power seat front up-down motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the GRN[4] or GRN/YEL[4] motor wire, or faulty front up-down motor**

YES

Test the power seat rear up-down motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the RED[4] or RED/YEL[4] motor wire, or faulty rear up-down motor**

YES

Check voltage between the BRN[2] and GRY[3] wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.

NOTE:
All DPMS control unit connectors must be connected.

Is there 5 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

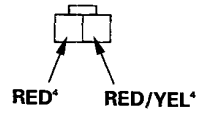
Is there 10 – 14 V?

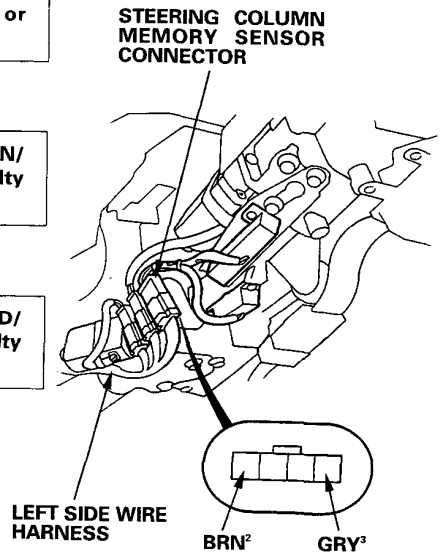
NO → **Open in the wire or faulty DPMS control unit**

YES

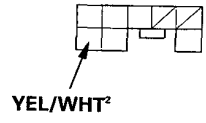
(To page 23-85)

Driver's seat harness rear up-down motor 2-P connector





Steering column control unit 8-P connector



(From page 23-84)

Check voltage between the DPMS control unit 12-P connector BRN² and BLU² wires. There should be 5 V with the steering column in the fully-up position, and no voltage in the fully-down position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty tilt memory sensor (see page 23-118)**

YES

Check voltage between the DPMS control unit 12-P connector BRN² and PNK wires. There should be 5 V with the steering column in the fully-extend position, and no voltage in the fully-retract position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty extend-retract memory sensor (see page 23-118)**

YES

Check voltage between the RED/BLK wire on the left side wire harness side of the tilt motor connector and ground, and between the RED/WHT wire and ground. There should be 12 V with the tilt-up switch or tilt-down switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO → **Open or short in the wires, or faulty SC control unit**

YES

Check voltage between the GRN/BLK wire on the left side wire harness side of the extend-retract motor connector and ground, and between the GRN/WHT wire and ground. There should be 12 V with the retract or extend switch ON, and no voltage with the switches OFF.

Are voltages as specified?

NO → **Open or short in the wires, or faulty SC control unit**

YES

Test the steering column tilt motor (see page 23-117).

Does the motor run smoothly without noise?

NO → **Open in the RED/BLK or RED/WHT motor wire, or faulty tilt motor**

YES

Test the steering column extend-retract motor (see page 23-117).

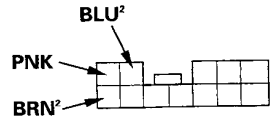
Does the motor run smoothly without noise?

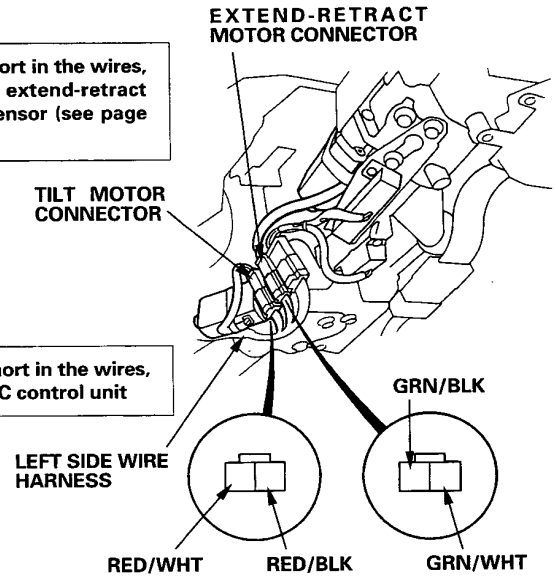
NO → **Open in the GRN/BLK or GRN/WHT motor wire, or faulty extend-retract motor**

YES

Faulty DPMS control unit

DPMS control unit 12-P connector





(cont'd)

Flowcharts (cont'd)

Flowchart No. 4

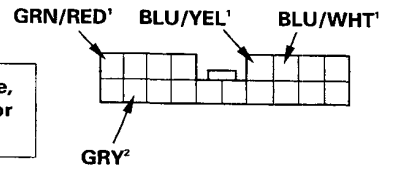
Check voltage between the DPMS control unit 18-P connector GRN/RED[1] wire and ground. There should be 1 V or less with the driver's door open, and 10 V or more with the door closed.

Are voltages as specified?

NO → **Open or short in the wire, or faulty driver's door switch**

YES

DPMS control unit 18-P connector



Raise the front of the car, support it with stands, put it in neutral, and slowly rotate one wheel with the other blocked. Check voltage between the DPMS control unit 12-P connector YEL/RED wire and ground.

Does voltage pulse from 0 to about 5 V?

NO → **Open in the wire or faulty vehicle speed sensor (VSS)**

YES

Check voltage between the DPMS control unit 12-P connector WHT/GRN wire and ground.

M/T : There should be 1 V or less with the parking brake lever up, and 4 V or more with the lever down.

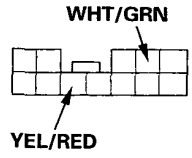
A/T : There should be 1 V or less with the shift lever in [P], and 4 V or more with the lever in any other position than [P].

Are voltages as specified?

NO → **Open or short in the wire, faulty shift lever position switch or parking brake switch**

YES

DPMS control unit 12-P connector



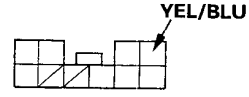
Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

DPMS control unit 10-P connector



Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] and GRY[2] wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 1 (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/YEL[1] and GRY[2] wires. There should be continuity with position button 2 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 2 (see page 23-117)**

YES

(To page 23-87)

(From page 23-86)

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 — 14 V?

NO → **Open in the wire or faulty PS control unit**

YES

Check voltage between the DPMS control unit 12-P connector GRN/YEL[4] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the slide motor running?

NO → **Open or short in the wires, or faulty slide memory sensor (see page 23-122)**

YES

Check voltage between the DPMS control unit 12-P connector GRN/WHT and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the slide motor running?

NO → **Open or short in the wires, or faulty recline memory sensor (see page 23-122)**

YES

Check voltage between the DPMS control unit 12-P connector GRN/RED[3] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the front up-down motor running?

NO → **Open or short in the wires, or faulty front up-down memory sensor (see page 23-122)**

YES

Check voltage between the DPMS control unit 12-P connector GRN/BLU[2] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the rear up-down motor running?

NO → **Open or short in the wires, or faulty rear up-down memory sensor (see page 23-122)**

YES

Check voltage between the BLU[4] wire of the driver's seat harness slide motor connector and ground, and between the BLU/YEL[4] wire and ground. There should be about 12 V with the slide switch pushed forward and back, and no voltage with the switch in neutral.

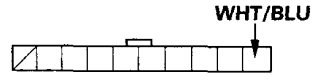
Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty slide switch (see page 23-120)**

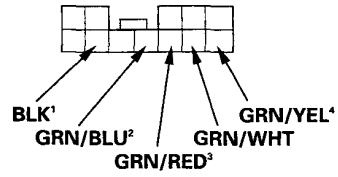
YES

(To page 23-88)

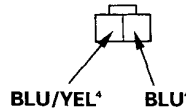
Power seat control unit 10-P connector



DPMS control unit 12-P connector



Driver's seat harness slide motor 2-P connector



(cont'd)

Troubleshooting (KN model)

Flowcharts (cont'd)

(From page 23-87)

Check voltage between the YEL[3] wire of the driver's seat harness recline motor connector and ground, and between the YEL/GRN[3] wire and ground. There should be about 12 V with the recline switch pushed forward and back, and no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Check voltage between the GRN[4] wire of the driver's seat harness front up-down motor connector and ground, and between the GRN/YEL[4] wire and ground. There should be about 12 V with the front up-down switch pushed up and down, and no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty front up-down switch (see page 23-120)**

YES

Check voltage between the RED[4] wire of the driver's seat harness rear up-down motor connector and ground, and between the RED/YEL[4] wire and ground. There should be about 12 V with the rear up-down switch pushed up and down, and no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty rear up-down switch (see page 23-120)**

YES

Test the power seat slide motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the BLU[4] or BLU/YEL[4] wires or faulty slide motor**

YES

Test the power seat recline motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the YEL[3] or YEL/GRN[3] motor wires or faulty recline motor**

YES

Test the power seat front up-down motor (see page 23-121).

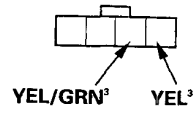
Does the motor run smoothly without noise?

NO → **Open in the GRN[4] or GRN/YEL[4] motor wires or faulty front up-down motor**

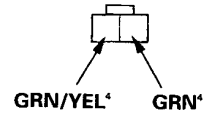
YES

(To page 23-89)

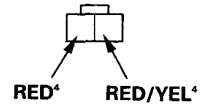
Driver's seat harness recline motor 4-P connector



Driver's seat harness front up-down motor 2-P connector



Driver's seat harness rear up-down motor 2-P connector



(From page 23-88)

Test the power seat rear up-down motor (see page 23-121).

Does the motor run smoothly without noise?

NO → **Open in the RED[4] or RED/YEL[4] motor wires or faulty rear up-down motor**

YES

Check voltage between the BRN[2] and GRY[3] wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.
NOTE:
All DPMS control unit connectors must be connected.

Is there 5 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

Is there 10 – 14 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the DPMS control unit 12-P connector BRN[2] and BLU[2] wires. There should be 5 V with the steering column in the fully-up position, and no voltage in the fully-down position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty tilt memory sensor (see page 23-118)**

YES

Check voltage between the DPMS control unit 12-P connector BRN[2] and PNK wires. There should be 5 V with the steering column in the fully-extend position, and no voltage in the fully-retract position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty extend-retract memory sensor (see page 23-118)**

YES

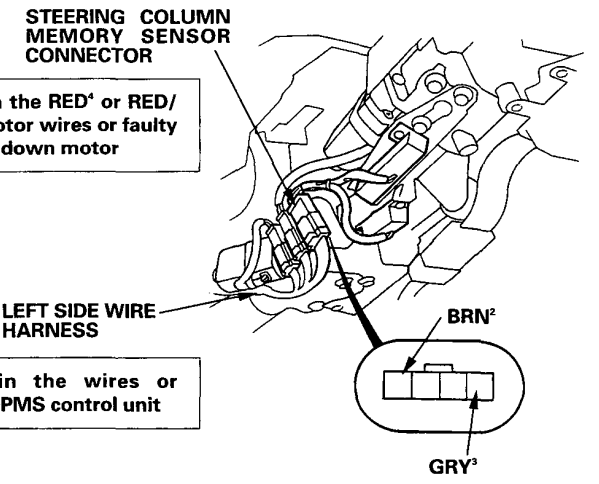
Check voltage between the RED/BLK wire on the left side wire harness side of the tilt motor connector and ground, and between the RED/WHT wire and ground. There should be 12 V with the tilt-up switch or tilt-down switch ON, and no voltage with the switches OFF.

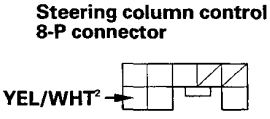
Are voltages as specified?

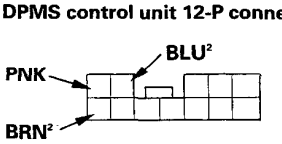
NO → **Open or short in the wires, or faulty SC control unit**

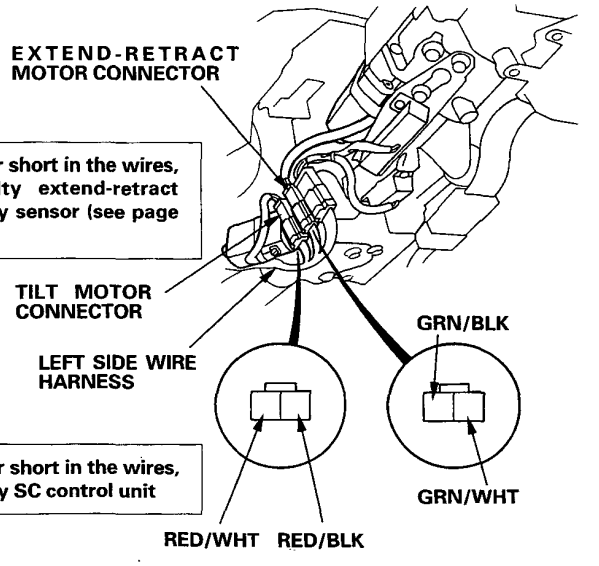
YES

(To page 23-90)









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(From page 23-89)

Check voltage between the GRN/BLK wire on the left side wire harness side of the extend-retract motor connector and ground, and between the GRN/WHT wire and ground. There should be 12 V with the retract or extend switch ON, and no voltage with the switches OFF.

Are voltage as specified?

NO → **Open or short in the wires or faulty SC control unit**

YES

Teat the steering column tilt motor (see page 23-117).

Does the motor run smoothly without noise?

NO → **Open in the RED/BLK or RED/WHT motor wire or faulty tilt motor**

YES

Teat the steering column extend-retract motor (see page 23-117).

Does the motor run smoothly without noise?

NO → **Open in the GRN/BLK or GRN/WHT motor wire or faulty extend-retract motor**

YES

Faulty DPMS control unit

Flowchart No. 5

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] and GRY[2] wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 1 (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] and GRY[2] wires. There should be continuity with position button 2 pressed, and no continuity with the button released.

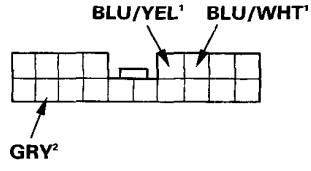
Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 2 (see page 23-117)**

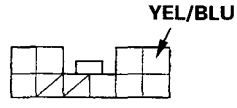
YES

(To page 23-91)

DPMS control unit 18-P connector



DPMS control unit 10-P connector



(From page 23-90)

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT² wire and ground.

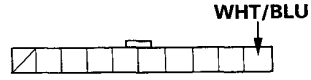
Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

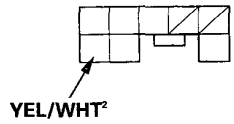
YES

Faulty DPMS control unit

Power seat control unit 10-P connector



Steering column control unit 8-P connector



Flowchart No. 6

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Faulty PS control unit

Flowchart No. 7

Check voltage between the SC control unit 8-P connector YEL/WHT² wire and ground.

Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Faulty SC control unit

Flowchart No. 8

Check voltage between the DPMS control unit 18-P connector GRN/RED¹ wire and ground. There should be 1 V or less with the driver's door open, and 10 V or more with the door closed.

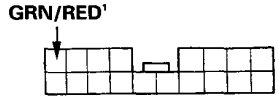
Are voltages as specified?

NO → **Open or short in the wire, or faulty driver's door switch**

YES

Faulty DPMS control unit

DPMS control unit 18-P connector



(cont'd)

Flowcharts (cont'd)

Flowchart No. 9

Check voltage between the DPMS control unit 18-P connector GRN/RED[1] wire and ground. There should be 1 V or less with the driver's door open, and 10 V or more with the door closed.

Are voltages as specified?

NO → **Open or short in the wire, or faulty driver's door switch**

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

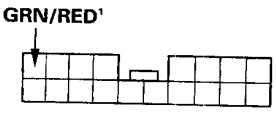
Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

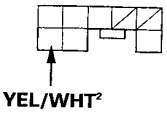
Faulty DPMS control unit, or faulty PS control unit, or faulty SC control unit

DPMS control unit 18-P connector



Power seat control unit 10-P connector

Steering column control unit 8-P connector



Flowchart No. 10

Raise the front of the car, support it with stands, put it in neutral, and slowly rotate one wheel with the other blocked. Check voltage between the DPMS control unit 12-P connector YEL/RED wire and ground.

Does voltage pulse from 0 to about 5 V?

NO → **Open in the wire or faulty vehicle speed sensor (VSS)**

YES

Check voltage between the DPMS control unit 18-P connector GRN/RED[1] wire and ground. There should be 1 V or less with the driver's door open, and 10 V or more with the door closed.

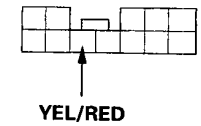
Are voltages as specified?

NO → **Open or short in the wire, or faulty driver's door switch**

YES

Faulty DPMS control unit

DPMS control unit 12-P connector



Flowchart No. 11

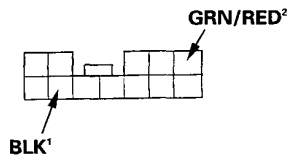
Check voltage between the DPMS control unit 12-P connector GRN/RED[2] wire and ground. There should be 1 V or less with the AUTO switch ON, and 4 V or more with the AUTO switch OFF.

Are voltages as specified?

NO → **Open or short in the wire or faulty AUTO switch (see page 23-119)**

YES → **Faulty DPMS control unit**

DPMS control unit 12-P connector



Flowchart No. 12

Check voltage between the DPMS control unit 18-P connector GRN[3] wire and the DPMS control unit 12-P connector BLK[1] wire. There should be 1 V or less within 20° from the most-forward seat position, and 4 V or more when seat inclination is more than 25° from the most-forward seat position.

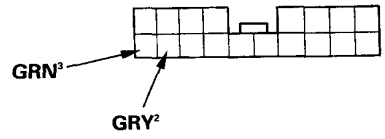
NOTE:
All DPMS and PS control unit connectors must be connected.

Are voltages as specified

NO → **Open or short in the wires, or faulty recline limit switch (see page 23-123)**

YES → **Faulty DPMS control unit**

DPMS control unit 18-P connector



Flowchart No. 13

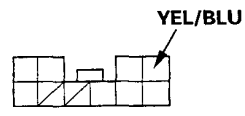
Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO → **Faulty DPMS control unit or faulty switches**

DPMS control unit 10-P connector



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Flowcharts (cont'd)

Flowchart No. 14

Check for continuity between the DPMS control unit 18-P connector GRY² wire and ground, and between the 18-P connector GRY² wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity? — YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector BLU¹ and GRY² wires, and the BLU/YEL² and GRY² wires. There should be continuity with the slide switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified? — NO → **Open or short in the wires, or faulty slide switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector YEL¹ and GRY² wires, and the YEL/GRN¹ and GRY² wires. There should be continuity with the recline switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified? — NO → **Open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector GRN¹ and GRY² wires, and the GRN/YEL¹ and GRY² wires. There should be continuity with the front up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified? — NO → **Open or short in the wires, or faulty front up-down switch (see page 23-120)**

YES

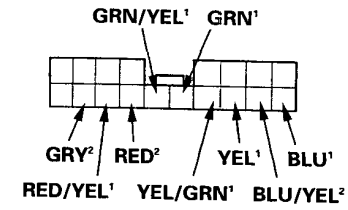
Check for continuity between the DPMS control unit 18-P connector RED² and GRY² wires, and the RED/YEL¹ and GRY² wires. There should be continuity with the rear up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified? — NO → **Open or short in the wires, or faulty rear up-down switch (see page 23-120)**

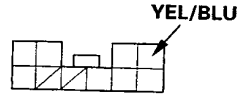
YES

Faulty DPMS control unit

DPMS control unit 18-P connector



DPMS control unit 10-P connector



Flowchart No. 15

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector WHT/RED and GRY[2] wires, and the GRY/BLK and GRY[2] wires. There should be continuity with the tilt-up and tilt-down switches pushed, and there should be no continuity with the switches released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty tilt switches (see page 23-119)**

YES

Check for continuity between the DPMS control unit 10-P connector BLU/GRN wire and the 18-P connector GRY[2] wire, and between the DPMS 14-P connector BLU/WHT[3] wire and the 18-P connector GRY[2] wire. There should be continuity with the retract and extend switches pushed, and there should be no continuity with the switches released.

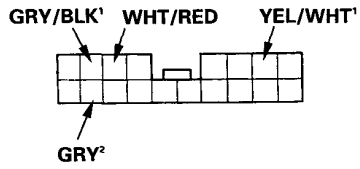
Is continuity as specified?

NO → **Open or short in the wires, or faulty extend and retract switches (see page 23-119)**

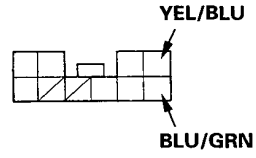
YES

Faulty DPMS control unit

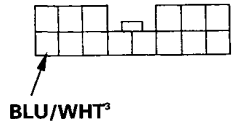
DPMS control unit 18-P connector



DPMS control unit 10-P connector



DPMS control unit 14-P connector



Flowchart No. 16

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → ***Short in the wires***

NO

Check for continuity between the DPMS control unit 18-P connector YEL/WHT[1] wire and GRY[2] wire. There should be continuity with the MEMO button pushed, and there should be no continuity with the MEMO button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty MEMO button (see page 23-117)**

YES

(To page 23-96)

(cont'd)

Flowcharts (cont'd)

(From page 23-95)

Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] wire and GRY[2] wire. There should be continuity with position button 1 pushed, and there should be no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position button 1 (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/YEL[1] wire and GRY[2] wire. There should be continuity with position button 2 pushed, and there should be no continuity with the button released.

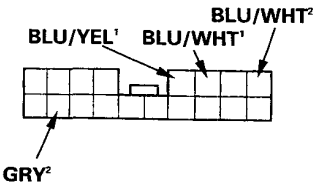
Is continuity as specified?

NO → **Open or short in the wires, or faulty position button 2 (see page 23-117)**

YES

Faulty DPMS control unit

DPMS control unit 18-P connector



Flowchart No. 17

Check voltage between the DPMS control unit 18-P connector BLU/WHT[2] wire and ground. There should be 1 V or less with the ignition key inserted, and there should be 10 V or more with the key pulled out.

Are voltages as specified?

NO → **Open or short in the wire, or faulty ignition key switch**

YES

Check voltage between the DPMS control unit 12-P connector BLK/RED wire and ground. There should be 1 V or less with the ignition switch OFF, and there should be 10 V or more with the ignition switch ON.

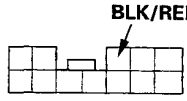
Are voltages as specified?

NO → **Open or short in the wire, blown No. 20 (7.5 A) fuse in the under-dash fuse/relay box, or faulty ignition switch**

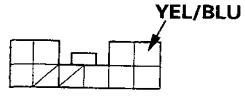
YES

Faulty DPMS control unit

DPMS control unit 12-P connector



DPMS control unit 10-P connector



Flowchart No. 18

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Faulty DPMS control unit or faulty switches

Flowchart No. 19

Check for continuity between the DPMS control unit 18-P connector GRY² wire and ground, and between the 18-P connector GRY² wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector BLU¹ and GRY² wires, and the BLU/YEL² and GRY² wires. There should be continuity with the slide switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty slide switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector YEL¹ and GRY² wires, and the YEL/GRN¹ and GRY² wires. There should be continuity with the recline switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector GRN¹ and GRY² wires, and the GRN/YEL¹ and GRY² wires. There should be continuity with the front up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty front up-down switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector RED² and GRY² wires, and the RED/YEL¹ and GRY² wires. There should be continuity with the rear up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty rear up-down switch (see page 23-120)**

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

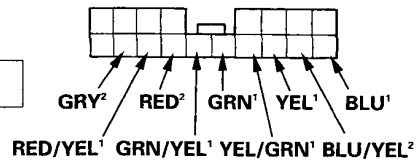
Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

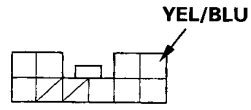
YES

Faulty DPMS control unit

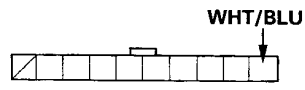
DPMS control unit 18-P connector



DPMS control unit 10-P connector



Power seat control unit 10-P connector



(cont'd)

Flowcharts (cont'd)

Flowchart No. 20

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector WHT/RED and GRY[2] wires, and the GRY/BLK and GRY[2] wires. There should be continuity with the tilt-up and tilt-down switches pushed, and there should be no continuity with the switches released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty tilt switches (see page 23-119)**

YES

Check for continuity between the DPMS control unit 10-P connector BLU/GRN wire and the 18-P connector GRY[2] wire, and between the DPMS 14-P connector BLU/WHT[3] wire and the 18-P connector GRY[2] wire. There should be continuity with the retract and extend switches pushed, and there should be no continuity with the switches released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty extend and retract switches (see page 23-119)**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

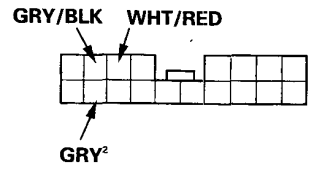
Is there 10 — 14 V?

NO → **Open in the wires or faulty DPMS control unit**

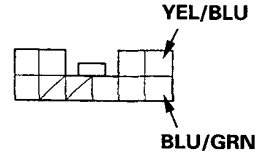
YES

Faulty DPMS control unit

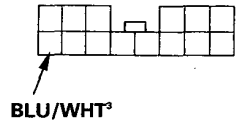
DPMS control unit 18-P connector



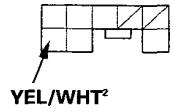
DPMS control unit 10-P connector



DPMS control unit 14-P connector



Steering column control unit 8-P connector



Flowchart No. 21

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity? — YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector BLU[1] and GRY[2] wires, and the BLU/YEL[2] and GRY[2] wires. There should be continuity with the slide switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified? — NO → **Open or short in the wires, or faulty slide switch (see page 23-120)**

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 — 14 V? — NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the BLU[4] wire of the driver's seat harness slide motor connector and ground, and between the BLU/YEL[4] wire and ground. There should be about 12 V with the silde switch pushed forward and back, and there should be no voltage with the switch in neutral.

Are voltage as specified? — NO → **Faulty PS control unit, open or short in the wires, or faulty slide switch (see page 23-120)**

YES

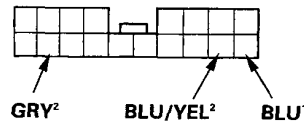
Test the power seat slide motor (see page 23-121).

Does the motor run smoothly without noise? — NO → **Open in the BLU[4] or BLU/YEL[4] motor wires, or faulty slide motor**

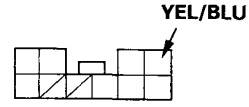
YES

Faulty DPMS control unit

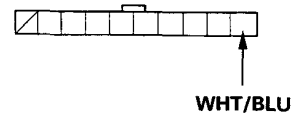
DPMS control unit 18-P connector



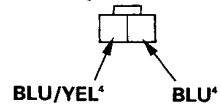
DPMS control unit 10-P connector



Power seat control unit 10-P connector



Driver's seat harness slide motor 2-P connector



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Flowcharts (cont'd)

Flowchart No. 22

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector YEL[1] and GRY[2] wires, and the YEL/GRN[1] and GRY[2] wires. There should be continuity with the recline switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 — 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the YEL[3] wire of the driver's seat harness recline motor connector and ground, and between the YEL/GRN[3] wire and ground. There should be about 12 V with the recline switch pushed forward and back, and there should be no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Test the power seat recline motor (see page 23-121).

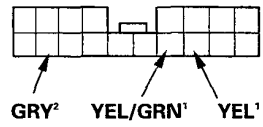
Does the motor run smoothly without noise?

NO → **Open in the YEL[3] or YEL/GRN[3] motor wires, or faulty recline motor**

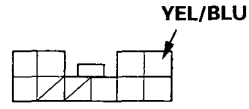
YES

Faulty DPMS control unit

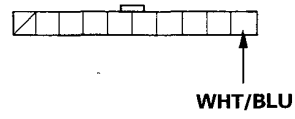
DPMS control unit 18-P connector



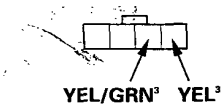
DPMS control unit 10-P connector



Power seat control unit 10-P connector



Driver's seat harness recline motor 4-P connector



Flowchart No. 23

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector GRN[1] and GRY[2] wires, and the GRN/YEL[1] and GRY[2] wires. There should be continuity with the front up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty front up-down switch (see page 23-120)**

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 – 14 V?

NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the GRN[4] wire of the driver's seat harness front up-down motor connector and ground, and between the GRN/YEL[4] wire and ground. There should be about 12 V with the front up-down switch pushed up and down, and there should be no voltage with the switch in neutral.

Are voltages as specified?

NO → **Faulty PS control unit, open or short in the wires, or faulty front up-down switch (see page 23-120)**

YES

Test the power seat front up-down motor (see page 23-121).

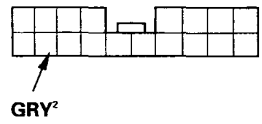
Does the motor run smoothly without noise?

NO → **Open in the GRN[4] or GRN/YEL[4] motor wires, or faulty front up-down motor**

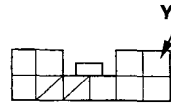
YES

Faulty DPMS control unit

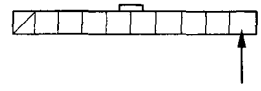
DPMS control unit 18-P connector



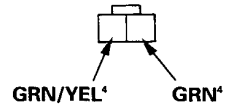
DPMS control unit 10-P connector



Power seat control unit 10-P connector



Driver's seat harness front up-down motor 2-P connector



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Flowcharts (cont'd)

Flowchart No. 24

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity? — YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector RED[2] and GRY[2] wires, and the RED/YEL[1] and GRY[2] wires. There should be continuity with the rear up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified? — NO → **Open or short in the wires, or faulty rear up-down switch (see page 23-120)**

YES

Check voltage between the PS control unit 10-P connector WHT/BLU wire and ground.

Is there 10 – 14 V? — NO → **Open in the wire or faulty DPMS control unit**

YES

Check voltage between the RED[4] wire of the driver's seat harness rear up-down motor connector and ground, and between the RED/YEL[4] wire and ground. There should be about 12 V with the rear up-down switch pushed up and down, and there should be no voltage with the switch in neutral.

Are voltages as specified? — NO → **Faulty PS control unit, open or short in the wires, or faulty rear up-down switch (see page 23-120)**

YES

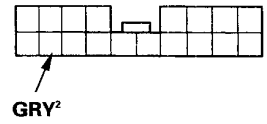
Test the power seat rear up-down motor (see page 23-121).

Does the motor run smoothly without noise? — NO → **Open in the RED[4] or RED/YEL[4] motor wires, or faulty rear up-down motor**

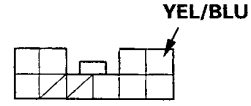
YES

Faulty DPMS control unit

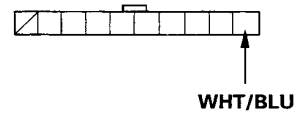
DPMS control unit 18-P connector



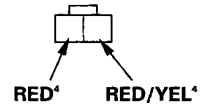
DPMS control unit 10-P connector



Power seat control unit 10-P connector



Driver's seat wire harness rear up-down motor 2-P connector



Flowchart No. 25

Check for continuity between the DPMS control unit 18-P connector GRY² wire and ground, and between the 18-P connector GRY² wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity? — YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector WHT/RED and GRY² wires, and the GRY/BLK and GRY² wires. There should be continuity with the tilt-up and tilt-down switches pushed, and there should be no continuity with the switches released.

Is continuity as specified? — NO → **Open or short in the wires, or faulty tilt switches (see page 23-119)**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT² wire and ground.

Is there 10 — 14 V? — NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the RED/BLK wire on the left side wire harness side of the tilt motor connector and ground, and between the RED/WHT wire and ground. There should be 12 V with the tilt-up or tilt-down switch pushed, and there should be no voltage with the switches released.

Are voltages as specified? — NO → **Open or short in the wires, or faulty SC control unit**

YES

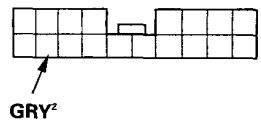
Test the steering column tilt motor (see page 23-117).

Does the motor run smoothly without noise? — NO → **Open in the RED/BLK or RED/WHT motor wire, or faulty tilt motor**

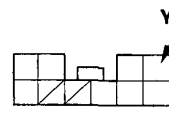
YES

Faulty DPMS control unit

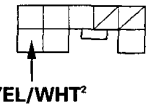
DPMS control unit 18-P connector

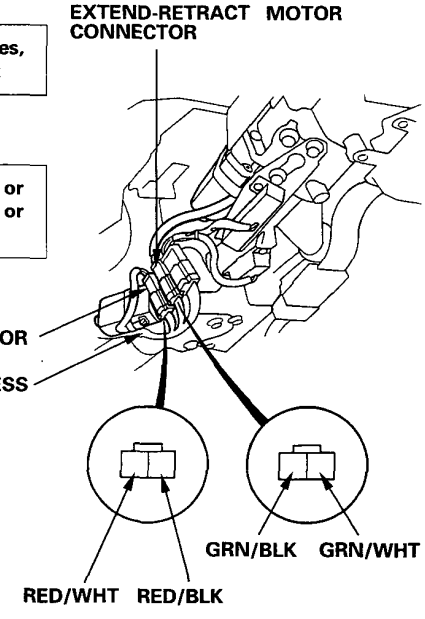


DPMS control unit 10-P connector



Steering column control unit 8-P connector





(cont'd)

Flowchart No. 26

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity? — YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 10-P connector BLU/GRN wire and the 18-P connector GRY[2] wire, and between the DPMS 14-P connector BLU/WHT[3] wire and the 18-P connector GRY[2] wire. There should be continuity with the retract and extend switches pushed, and there should be no continuity with the switches released.

Is continuity as specified? — NO → **Open or short in the wires, or faulty extend and retract switches (see page 23-119)**

YES

Check voltage between the SC control unit 8-P connector YEL/WHT[2] wire and ground.

Is there 10 — 14 V? — NO → **Open in the wires or faulty DPMS control unit**

YES

Check voltage between the GRN/BLK wire on the left side wire harness side of the extend-retract motor connector and ground, and between the GRN/WHT wire and ground. There should be about 12 V with the retract or extend switch pushed, and there should be no voltage with the switches released.

Are voltages as specified? — NO → **Open or short in the wires, or faulty SC control unit**

YES

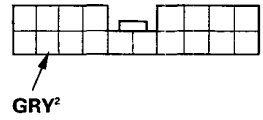
Test the steering column extend-retract motor (see page 23-118).

Does the motor run smoothly without noise? — NO → **Open in the GRN/BLK or GRN/WHT motor wire, or faulty extend-retract motor**

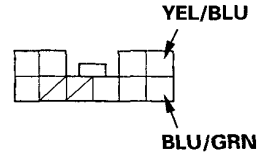
YES

Faulty DPMS control unit

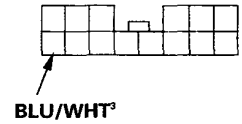
DPMS control unit 18-P connector



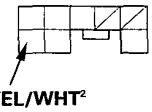
DPMS control unit 10-P connector



DPMS control unit 14-P connector



Steering column control unit 8-P connector



Flowchart No. 27

Check voltage between the DPMS control unit 12-P connector GRN/YEL[4] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

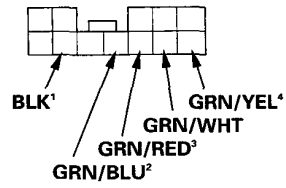
Does voltage pulse between 1 V or less and 5 V or more with the slide motor running?

NO → **Open or short in the wires, or faulty slide memory sensor (see page 23-122)**

YES

Faulty DPMS control unit

DPMS control unit 12-P connector



Flowchart No. 28

Check voltage between the DPMS control unit 12-P connector GRN/WHT and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the recline motor running?

NO → **Open or short in the wires, or faulty recline memory sensor (see page 23-122)**

YES

Faulty DPMS control unit

Flowchart No. 29

Check voltage between the DPMS control unit 12-P connector GRN/RED[3] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the front up-down motor running?

NO → **Open or short in the wires, or faulty front up-down memory sensor (see page 23-122)**

YES

Faulty DPMS control unit

Flowchart No. 30

Check voltage between the DPMS control unit 12-P connector GRN/BLU[2] and BLK[1] wires.
NOTE:
All DPMS and PS control unit connectors must be connected.

Does voltage pulse between 1 V or less and 5 V or more with the rear up-down motor running?

NO → **Open or short in the wires, or faulty rear up-down memory sensor (see page 23-122)**

YES

Faulty DPMS control unit

(cont'd)

Flowcharts (cont'd)

Flowchart No. 31

Check voltage between the BRN[2] and GRY[3] wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.
NOTE:
All DPMS control unit connectors must be connected.

Is there 5 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

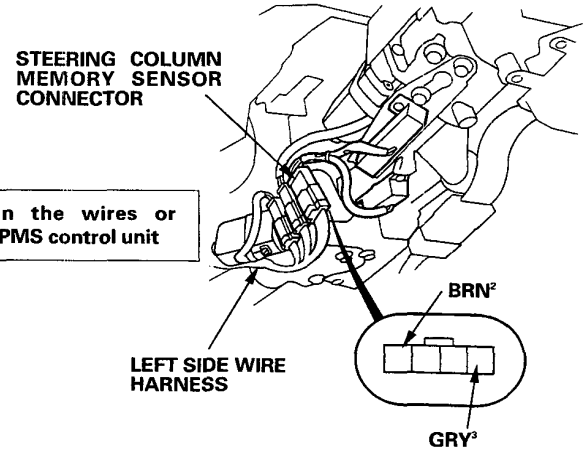
Check voltage between the DPMS control unit 12-P connector BRN[2] and BLU[2] wires.
There should be 5 V with the steering column in the fully-up position, and there should be no voltage in the fully-down position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty tilt memory sensor (see page 23-118)**

YES

Faulty DPMS control unit



Flowchart No. 32

Check voltage between the BRN[2] and GRY[3] wires on the left side wire harness side of the steering column memory sensor connector. There should be 5 V.
NOTE:
All DPMS control unit connectors must be connected.

Is there 5 V?

NO → **Open in the wires or faulty DPMS control unit**

YES

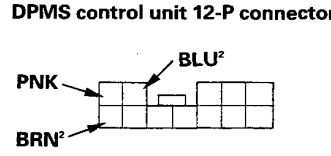
Check voltage between the DPMS control unit 12-P connector BRN[2] and PNK wires. There should be 5 V with the steering column in the fully-extend position, and there should be no voltage in the fully-retract position.
NOTE:
All DPMS and SC control unit connectors must be connected.

Is voltage as specified?

NO → **Open or short in the wires, or faulty extend-retract memory sensor (see page 23-118)**

YES

Faulty DPMS control unit



Flowchart No. 33

Check voltage between the DPMS control unit 12-P connector BLK/RED wire and ground. There should be 1 V or less with the ignition switch OFF, and there should be 10 V or more with the ignition switch ON.

Are voltages as specified?

NO → **Open or short in the wire, blown No. 20 (7.5 A) fuse in the under-dash fuse/relay box, or faulty ignition switch**

YES

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → ***Short in the wires***

NO

Check for continuity between the DPMS control unit 18-P connector YEL/WHT[1] wire and GRY[2] wire. There should be continuity with the MEMO button pushed, and there should be no continuity with the MEMO button released.

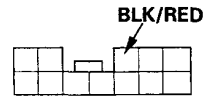
Is continuity as specified?

NO → **Open or short in the wires, or faulty MEMO button (see page 23-117)**

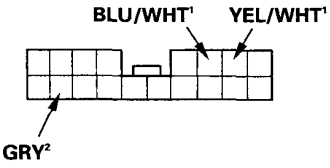
YES

Faulty DPMS control unit

DPMS control unit 12-P connector



DPMS control unit 18-P connector



Flowchart No. 34

Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] and GRY[2] wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

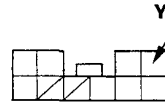
Is continuity as specified?

NO → **Open or short in the wires, or faulty position switch 1 (see page 23-117)**

YES

Faulty DPMS control unit

DPMS control unit 10-P connector



(cont'd)

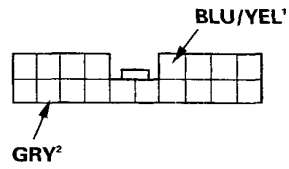
Flowcharts (cont'd)

Flowchart No. 35

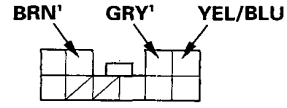
Check for continuity between the DPMS control unit 18-P connector GRY² wire and ground, and between the 18-P connector GRY² wire and the DPMS control unit 10-P connector YEL/BLU wire.
Is there continuity?
- YES → **Short in the wires**
- NO →

Check for continuity between the DPMS control unit 18-P connector BLU/YEL¹ and GRY² wires. There should be continuity with position button 2 pressed, and no continuity with the button released.
Is continuity as specified?
- YES → **Faulty DPMS control unit**
- NO → **Open or short in the wires, or faulty position switch 2 (see page 23-117)**

DPMS control unit 18-P connector



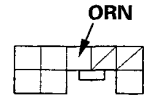
DPMS control unit 10-P connector



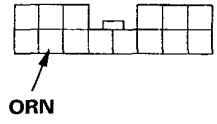
Flowchart No. 36

Check for continuity between the DPMS control unit 14-P connector ORN wire and ground, and between the 14-P connector ORN wire and the SC control unit 8-P connector ORN wire.
Is there no continuity between the DPMS control unit 14-P connector ORN wire and ground?
Is there continuity between the DPMS control unit 14-P connector ORN wire and the SC control unit 8-P connector ORN wire?
- YES → **Faulty DPMS control unit or faulty SC control unit**
- NO → **Open or short in the wire**

Steering column control unit 8-P connector



DPMS control unit 14-P connector



Flowchart No. 37

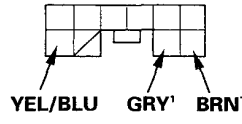
Check for continuity between the GRY¹ wires of the DPMS control unit 10-P connector and of the driving position memory switch 10-P connector on the driver's door wire harness.
Is there continuity?
- NO → **Open in the GRY¹ wire**
- YES →

Check for continuity between the BRN¹ wires of the DPMS control unit 10-P connector and of the driving position memory switch 10-P connector on the driver's door wire harness.
Is there continuity?
- NO → **Open in the BRN¹ wire**
- YES →

Check voltage between the YEL/BLU wire of the driving position memory switch 10-P connector on the driver's door wire harness and ground.
Is there 10 V or more?
- NO → **Open in the YEL/BLU wire**
- YES →

Faulty DPMS control unit or driving position memory switch (see page 23-117)

Driver's position memory switch 10-P connector on driver's door wire harness



Flowchart No. 38

Check for continuity between the DPMS control unit 18-P connector GRY² wire and ground, and between the 18-P connector GRY² wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

Check for continuity between the DPMS control unit 18-P connector BLU¹ and GRY² wires, and the BLU/YEL² and GRY² wires. There should be continuity with the slide switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty slide switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector YEL¹ and GRY² wires, and the YEL/GRN¹ and GRY² wires. There should be continuity with the recline switch pushed forward and back, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty recline switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector GRN¹ and GRY² wires, and the GRN/YEL¹ and GRY² wires. There should be continuity with the front up-down switch pushed up and down, there should be no continuity with the switch in neutral.

Is continuity as specified?

NO → **Open or short in the wires, or faulty front up-down switch (see page 23-120)**

YES

Check for continuity between the DPMS control unit 18-P connector RED² and GRY² wires, and the RED/YEL¹ and GRY² wires. There should be continuity with the rear up-down switch pushed up and down, there should be continuity with the switch in neutral.

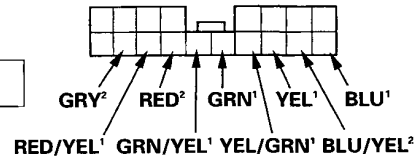
Is continuity as specified?

NO → **Open or short in the wires, or faulty rear up-down switch (see page 23-120)**

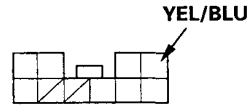
YES

(To page 23-110)

DPMS control unit 18-P connector



DPMS control unit 10-P connector



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Flowcharts (cont'd)

(From page 23-109)

Check for continuity between the DPMS control unit 18-P connector WHT/RED and GRY[2] wires, and the GRY/BLK and GRY[2] wires. There should be continuity with the tilt-up and tilt-down switches pushed, and there should be no continuity with the switches released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty tilt switches (see page 23-119)**

YES

Check for continuity between the DPMS control unit 10-P connector BLU/GRN wire and the 18-P connector GRY[2] wire, and between the DPMS 14-P connector BLU/WHT[3] wire and the 18-P connector GRY[2] wire. There should be continuity with the extend and retract switches pushed, and there should be no continuity with the switches released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty extend and retract switches (see page 23-119)**

YES

Check for continuity between the DPMS control unit 18-P connector YEL/WHT[1] wire and GRY[2] wire. There should be continuity with the MEMO button pushed, and there should be no continuity with the MEMO button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty MEMO button (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] and GRY[2] wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position button 1 (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/YEL[1] and GRY[2] wires. There should be continuity with position button 2 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position button 2 (see page 23-117)**

YES

Check for continuity between the DPMS control unit 10-P connector GRY[1] wire and ground.

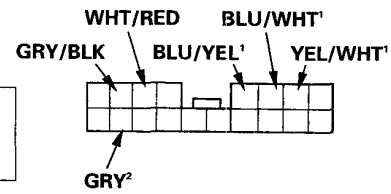
Is there continuity?

YES → **Short in the wire or in the driving position memory switch (see page 23-117)**

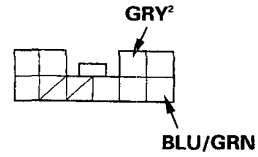
NO

(To page 23-111)

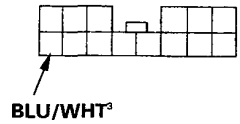
DPMS control unit 18-P connector



DPMS control unit 10-P connector



DPMS control unit 14-P connector



(From page 23-110)

Check for continuity between the DPMS control unit 10-P connector BRN[1] wire and ground.

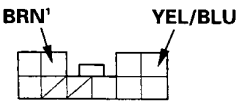
Is there continuity?

YES → **Short in the wire or in the driving position memory switch (see page 23-117)**

NO

Faulty DPMS control unit

DPMS control unit 10-P connector



Flowchart No. 39

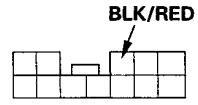
Check voltage between the DPMS control unit 12-P connector BLK/RED wire and ground. There should be 1 V or less with the ignition switch OFF, and there should be 10 V or more with the ignition switch ON.

Are voltages as specified?

NO → **Open or short in the wire, blown No. 20 (7.5 A) fuse in the under-dash fuse/relay box, or faulty ignition switch**

YES

DPMS control unit 12-P connector



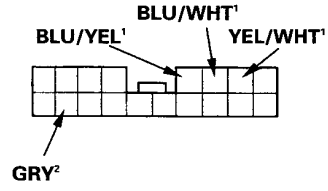
Check for continuity between the DPMS control unit 18-P connector GRY[2] wire and ground, and between the 18-P connector GRY[2] wire and the DPMS control unit 10-P connector YEL/BLU wire.

Is there continuity?

YES → **Short in the wires**

NO

DPMS control unit 18-P connector



Check for continuity between the DPMS control unit 18-P connector YEL/WHT[1] wire and GRY[2] wire. There should be continuity with the MEMO button pushed, and there should be no continuity with the MEMO button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty MEMO button (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/WHT[1] and GRY[2] wires. There should be continuity with position button 1 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position button 1 (see page 23-117)**

YES

Check for continuity between the DPMS control unit 18-P connector BLU/YEL[1] and GRY[2] wires. There should be continuity with position button 2 pressed, and no continuity with the button released.

Is continuity as specified?

NO → **Open or short in the wires, or faulty position button 2 (see page 23-117)**

YES

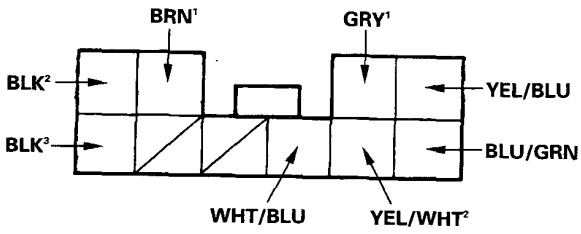
Faulty DPMS control unit

Troubleshooting (KN model)

DPMS Control Unit Input / Output Signals

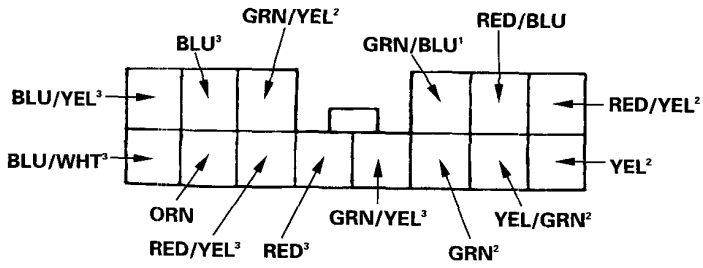
Use this chart for a quick check (with all connectors connected) of the input signals to and the output signals from the driving position memory system (DPMS) control unit.

DPMS control unit 10-P connector



View from wire side

DPMS control unit 14-P connector



View from wire side

Connector	Wire	Signal	Voltage should be	Symptom if voltage is not as specified
10-P	YEL/BLU	Battery power input	10–14 V	All functions don't work at all.
10-P	GRY¹	Indicator 1 output	Indicator ON: 2 V or less Indicator OFF: 10 V or more	Indicator doesn't go on (open). Indicator doesn't go off (short).
10-P	BRN¹	Indicator 2 output	Indicator ON: 2 V or less Indicator OFF: 10 V or more	Indicator doesn't go on (open). Indicator doesn't go off (short).
10-P	BLK²	DPMS control unit ground (G521)	No voltage	All functions don't work at all.
10-P	BLU/GRN	Input from steering column retract switch	Switch ON: 1 V or less Switch OFF: 4 V or more	Column doesn't retract (open). Column neither extends nor retracts (short).
10-P	YEL/WHT²	Power output to steering column control unit relays	10–14 V	Steering column doesn't move at all.
10-P	WHT/BLU	Power output to power seat control unit relays	10–14 V	Power seat doesn't move at all.
10-P	BLK³	DPMS control unit ground (G523)	No voltage	All functions don't work at all.
14-P	RED/YEL²	Output to steering column tilt-up relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Column doesn't tilt up (open). Column neither tilts up nor down (short).
14-P	RED/BLU	Output to steering column tilt-down relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Column doesn't tilt down (open). Column neither tilts up nor down (short).
14-P	GRN/BLU¹	Output to steering column retract relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Column doesn't retract (open). Column neither extends nor retracts (short).
14-P	GRN/YEL²	Output to steering column extend relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Column doesn't extend (open). Column neither retracts nor extends (short).

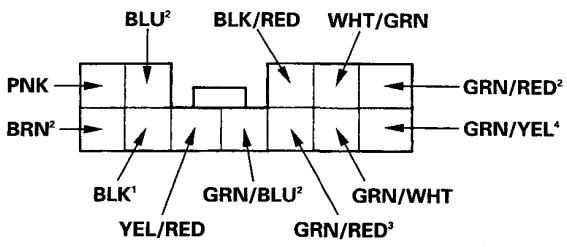
Connector	Wire	Signal	Voltage should be	Symptom if voltage is not as specified
14-P	BLU[3]	Output to power seat slide-forward relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat doesn't slide forward (open). Seat slides neither forward nor back (short).
14-P	BLU/YEL[3]	Output to power seat slide-back relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat doesn't slide back (open). Seat slides neither back nor forward (short).
14-P	YEL[2]	Output to power seat recline-forward relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat doesn't recline forward (open). Seat reclines neither forward nor back (short).
14-P	YEL/GRN[2]	Output to power seat recline-back relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat doesn't recline back (open). Seat reclines neither forward nor back (short).
14-P	GRN[2]	Output to power seat front-up relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat front doesn't move up (open). Seat front moves neither up nor down (short).
14-P	GRN/YEL[3]	Output to power seat front-down relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat front doesn't move down (open). Seat front moves neither down nor up (short).
14-P	RED[3]	Output to power seat rear-up relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat rear doesn't move up (open). Seat rear moves neither up nor down (short).
14-P	RED/YEL[3]	Output to power seat rear-down relay	Relay ON: 1 V or less Relay OFF: 10 V or more	Seat rear doesn't move down (open). Seat rear moves neither down nor up (short).
14-P	ORN	Output to buzzer	Buzzer sounds: 10 V or more Buzzer is OFF: 1 V or less	Buzzer doesn't sound.
14-P	BLU/WHT[3]	Steering column extend switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Column doesn't extend (open). Column neither retracts nor extends (short).

(cont'd)

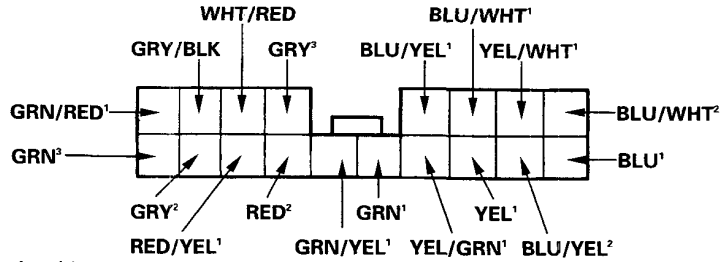
Troubleshooting (KN model)

DPMS Control Unit Input / Output Signals (cont'd)

DPMS control unit 12-P connector



DPMS control unit 18-P connector



View from wire side

Connector	Wire	Signal	Voltage should be	Symptom if voltage is not as specified
12-P	GRN/RED²	AUTO switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Steering column doesn't tilt up and retract when the ignition key is pulled out (open). Steering column tilts up and retracts when the ignition switch is turned OFF (short).
12-P	WHT/GRN (M/T)	Parking brake switch input	Switch ON: 1 V or less (Parking brake lever up) Switch OFF: 4 V or more (Parking brake lever down)	Steering column doesn't tilt up and retract when the ignition key is pulled out (open). Steering column tilts up and retracts when the parking brake switch is OFF (short).
12-P	WHT/GRN (A/T)	Shift lever position switch input	1 V or less with shift lever in P 4 V or more with shift lever in any other position than P	Steering column doesn't tilt up and retract when the ignition key is pulled out (open). Steering column tilts up and retracts when the shift lever is not in P (short).
12-P	BLK/RED	Ignition switch input	Switch ON: 10 V or more Switch OFF: 1 V or less	Position can't be stored (open). Position can be stored (short).
12-P	BLU²	Tilt sensor input	As column tilts up, voltage changes from 0 to 5 V. As column tilts down, voltage changes from 5 V to 0.	Column can be manually tilted only for one second and doesn't tilt automatically.
12-P	PNK	Extend-retract sensor input	As column retracts, voltage changes from 0 to 5 V. As column extends, voltage changes from 5 V to 0.	Column can be manually extended or retracted for only one second and doesn't extend/retract automatically.
12-P	GRN/YEL⁴	Seat slide sensor input	As seat slides, voltage pulses from 1 V or less to 4 V or more.	Seat can be manually slid only for one second and doesn't slide automatically.
12-P	GRN/WHT	Seat recline sensor input	As seat reclines, voltage pulses from 1 V or less to 4 V or more.	Seat can be manually reclined only for one second and doesn't recline automatically.

Connector	Wire	Signal	Voltage should be	Symptom if voltage is not as specified
12-P	GRN/RED[3]	Seat front up-down sensor input	As seat front moves up or down, voltage pulses from 1 V or less to 4 V or more.	Seat front can be manually moved up or down only for one second and doesn't move up/down automatically.
12-P	GRN/BLU[2]	Seat rear up-down sensor input	As seat rear moves up or down, voltage pulses from 1 V or less to 4 V or more.	Seat rear can be manually moved up/down for only one second and doesn't move up/down automatically.
12-P	YEL/RED	Vehicle speed sensor (VSS) input	When the car runs, voltage pulses from 1 V or less to 5 V or more.	Adjustment mode 3 (see page 23-75) works when the car runs with the driver's door open.
12-P	BLK[1]	Seat sensor ground	1 V or less	Seat can be manually adjusted for only one second and doesn't adjust automatically (open).
12-P	BRN[2]	Steering column sensor ground	1 V or less	Steering column can be manually adjusted for only one second and doesn't adjust automatically (open).
18-P	BLU/WHT[2]	Ignition key switch input	Key inserted: 1 V or less Key removed: 10 V or more	Steering column doesn't tilt up and retract when the ignition key is pulled out.
18-P	YEL/WHT[1]	MEMO switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Position can't be stored; automatic adjustment can't be stopped by pushing the MEMO button.
18-P	BLU/WHT[1]	Position switch 1 input	Switch ON: 1 V or less Switch OFF: 4 V or more	Position 1 can't be retrieved; automatic adjustment can't be stopped by pushing position button 1
18-P	BLU/YEL[1]	Position switch 2 input	Switch ON: 1 V or less Switch OFF: 4 V or more	Position 2 can't be retrieved; automatic adjustment can't be stopped by pushing position button 2
18-P	GRY[3]	Constant voltage output to steering column sensors	About 5 V	Steering column can be manually adjusted only for one second and doesn't adjust automatically
18-P	WHT/RED	Tilt-up switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Column doesn't tilt up (open). Column tilts neither up nor down (short).

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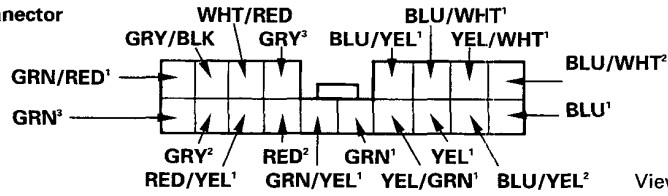
Troubleshooting (KN model)

DPMS Control Unit Input / Output Signals (cont'd)

DPMS control unit 18-P connector



View from wire side

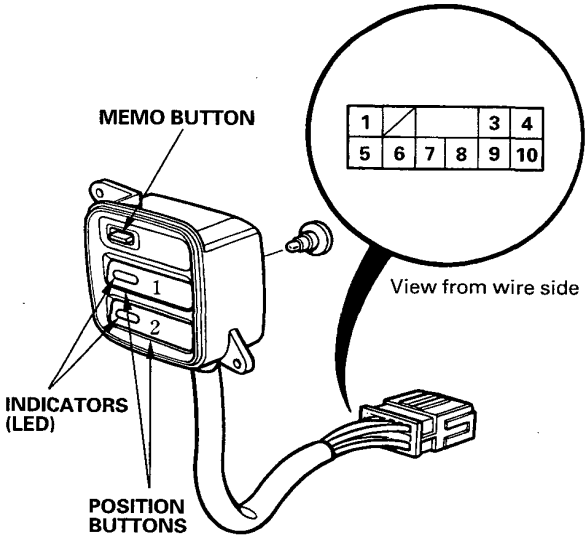
Connector	Wire	Signal	Voltage should be	Symptom if voltage is not as specified
18-P	GRY/BLK	Tilt-down switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Column doesn't tilt down (open). Column tilts neither down nor up (short).
18-P	GRN/RED¹	Driver's door switch input	Door open: 1 V or less Door closed: 10 V or more	Adjustment mode 4 (see page 23-75) works with the driver's door open (open). Adjustment mode 3 (see page 23-75) works with the car running (short).
18-P	BLU¹	Seat slide-forward switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat doesn't slide forwad (open). Seat slides neither forward nor back (short).
18-P	BLU/YEL²	Seat slide-back switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat doesn't slide back (open). Seat slides neither back nor forward (short).
18-P	YEL¹	Seat recline-forward switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat doesn't recline forward (open). Seat reclines neither forward nor back (short).
18-P	YEL/GRN¹	Seat recline-back switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat doesn't recline back (open). Seat reclines neither back nor forward (short).
18-P	GRN¹	Seat front-up switch switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat front doesn't move up (open). Seat front moves neither up nor down (short).
18-P	GRN/YEL¹	Seat front-down switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat front doesn't move down (open). Seat front moves neither down nor up (short).
18-P	RED²	Seat rear-up switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat rear doesn't move up (open). Seat rear moves neither up nor down (short).
18-P	RED/YEL¹	Seat rear-down switch input	Switch ON: 1 V or less Switch OFF: 4 V or more	Seat rear doesn't move down (open). Seat rear moves neither down nor up (short).
18-P	GRY²	Common input from all seat, steering column, and position switches, and from the MEMO switch	Switch ON: 1 V or less Switch OFF: 4 V or more	Switches, adjustment modes 3 and 4 (see page 23-75) don't work, and positions can't be stored.
18-P	GRN³	Seat reclining limit switch input	Within 20° angle from most forward recline position: 1 V or less Beyond 25° angle from most forward recline position: 4 V or more	Seat doesn't stop at the reclining limit in adjustment modes 3 and 4 (see page 23-75).

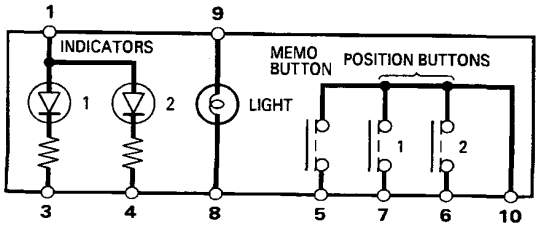
Driving Position Memory System (DPMS) (KN model)

Memory Switch Test

1. Remove the driver's door panel, then disconnect the 10-P connector from the driving position memory switch.
2. Remove the memory switch.
3. Check for continuity between the terminals in each switch position according to the table.

Position \ Terminal		1		3	4	5	6	7	8	9	10
MEMO BUTTON	ON					○	—	—	—	—	○
	OFF										
POSITION BUTTON 1	ON							○	—	—	○
	OFF										
POSITION BUTTON 2	ON						○	—	—	—	○
	OFF										
INDICATOR 1		○	—▷—	○							
INDICATOR 2		○	—▷—		○						
ILLUMINATION											



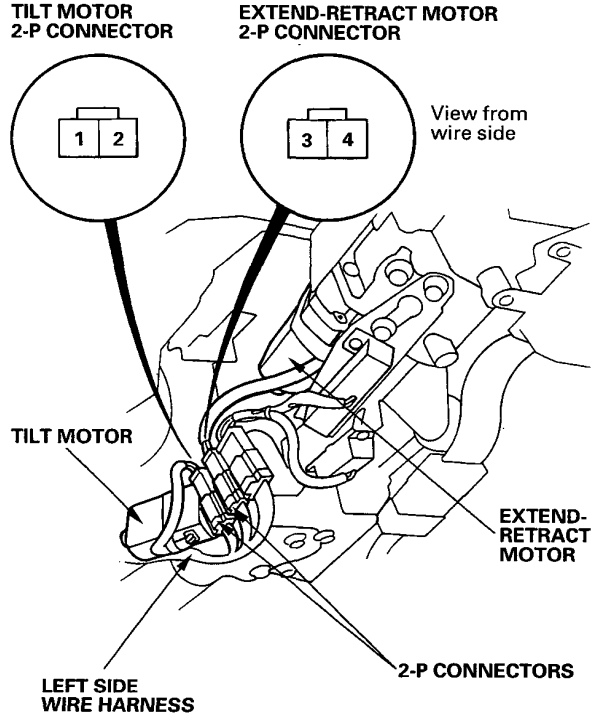


Tilt/Extend-retract Motor Test

1. Pry the courtesy light controller out from the dashboard lower cover, then remove the three screws, and remove the dashboard lower cover.
2. Remove the steering column tilt cover.
3. Disconnect the left side wire harness 2-P connector from the tilt or extend-retract motor 2-P connector.
4. Test the motor in each direction by connecting power and ground according to the table.

CAUTION:
When a motor stops running, disconnect the power terminal immediately.

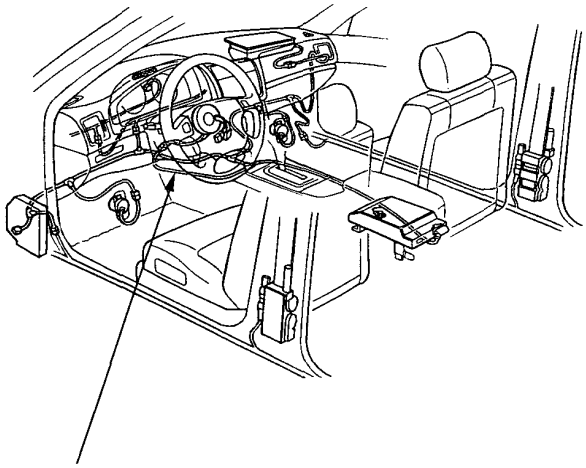
Position \ Terminal		1	2	3	4
TILT MOTOR	UP	⊖	⊕		
	DOWN	⊕	⊖		
EXTEND-RETRACT MOTOR	RETRACT			⊕	⊖
	EXTEND			⊖	⊕



Driving Position Memory System (DPMS) (KN model)

Tilt/Extend-retract Memory Sensor Test

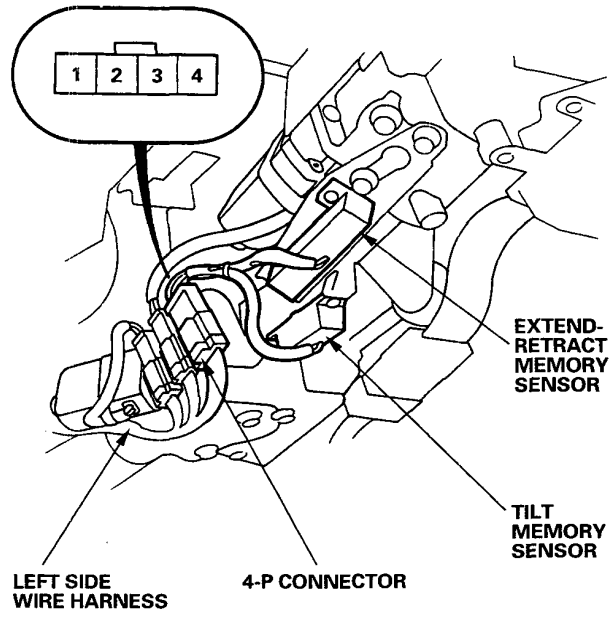
CAUTION:
- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



SRS MAIN HARNESS
(Covered with yellow outer insulation)

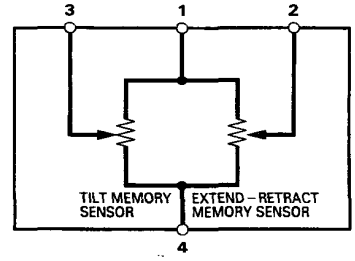
1. Pry the courtesy light controller out from the dashboard lower cover, then remove the three screws, and remove the dashboard lower cover.
2. Remove the steering column tilt cover.
3. Disconnect the left side wire harness 4-P connector from the steering column memory sensor 4-P connector.

STEERING COLUMN MEMORY SENSOR 4-P CONNECTOR



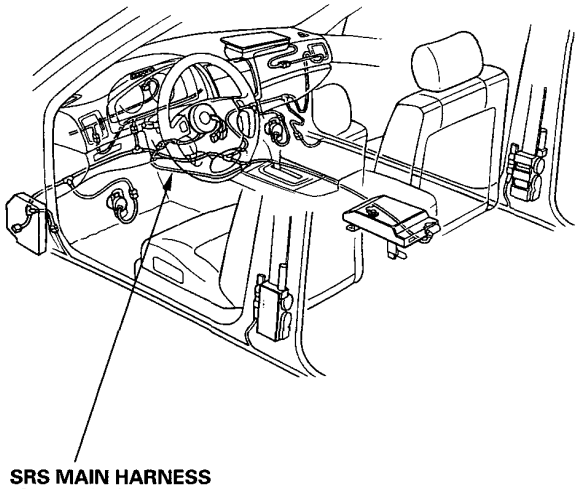
4. Measure resistance between the terminals according to the table.

Position	Terminal	Resistance
NEUTRAL	1–4	4–6 kΩ
EXTEND – RETRACT EXTEND ↔ RETRACT	1–2	1 kΩ (RETRACT) – 5 kΩ (EXTEND)
TILT UP ↔ DOWN	1–3	1 kΩ (DOWN) – 5 kΩ (UP)



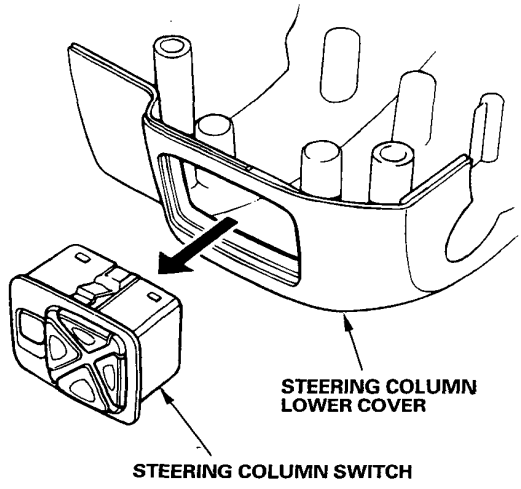
Steering Column Switch Test

CAUTION:
- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



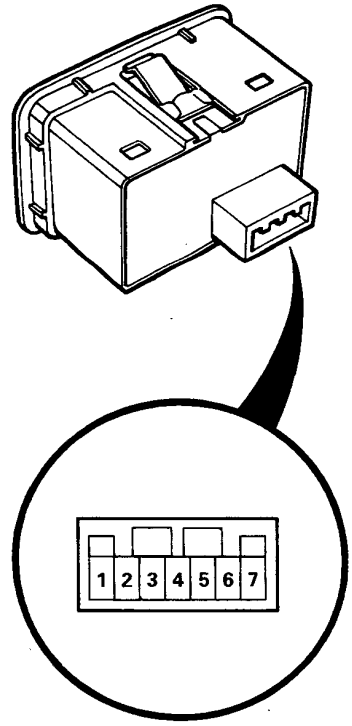
SRS MAIN HARNESS
(Covered with yellow outer insulation)

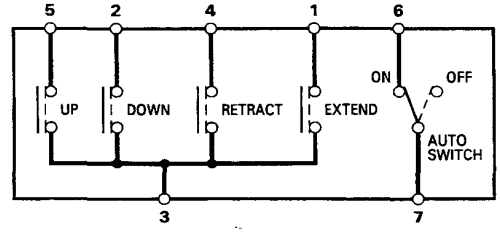
1. Pry the courtesy light controller out from the dashboard lower cover, then remove the three screws, and remove the dashboard lower cover.
2. Remove the steering column tilt cover.
3. Remove the steering column upper and lower covers, and disconnect the steering column switch.
4. Remove the steering column switch from the steering column lower cover.



5. Check for continuity between the terminals in each switch position according to the table.

Position		Terminal 1	2	3	4	5	6	7
TILT SWITCH	UP			○		○		
	DOWN		○	○				
EXTEND-RETRACT SWITCH	RETRACT			○	○			
	EXTEND	○		○				
AUTO SWITCH	ON						○	○
	OFF							





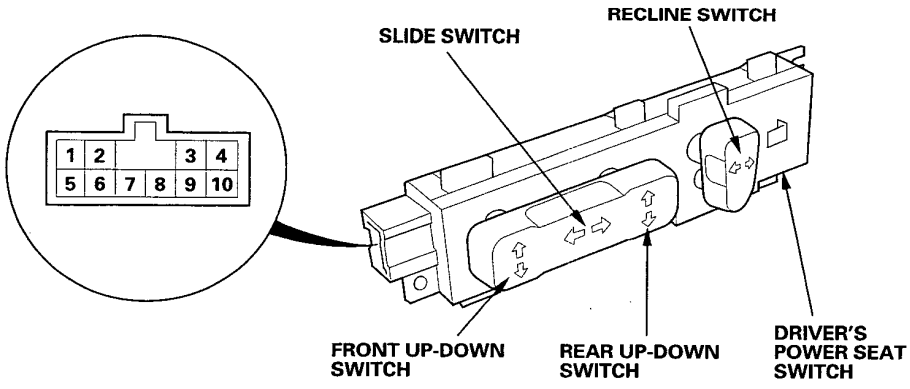
Driving Position Memory System (DPMS) (KN model)

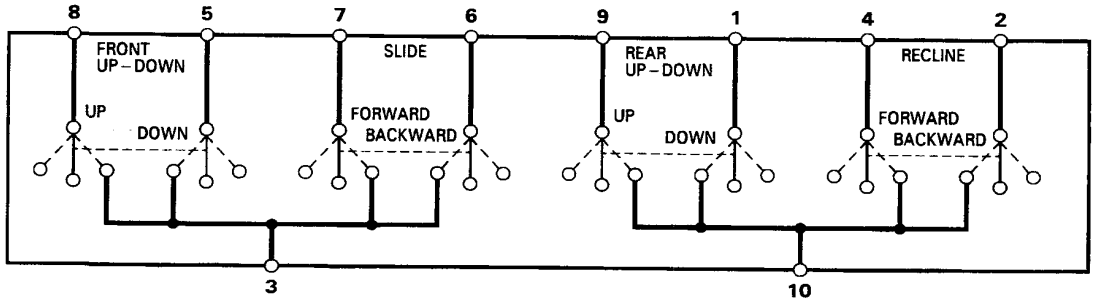
Driver's Power Seat Switch Test

CAUTION:
Be careful not to damage the seat, the interior trim or the body.

1. Remove the driver's seat, then remove the power seat switch.
2. Check for continuity between the terminals in each switch position, according to the table.

Position \ Terminal		1	2	3	4	5	6	7	8	9	10
SLIDE	FORWARD			○	—	—	—	○			
	NEUTRAL										
	BACKWARD			○	—	—	○				
RECLINE	FORWARD				○	—	—	—	—	—	○
	NEUTRAL										
	BACKWARD		○	—	—	—	—	—	—	—	○
FRONT UP-DOWN	UP			○	—	—	—	—	○		
	NEUTRAL										
	DOWN			○	—	○					
REAR UP-DOWN	UP									○	○
	NEUTRAL										
	DOWN	○	—	—	—	—	—	—	—	—	○

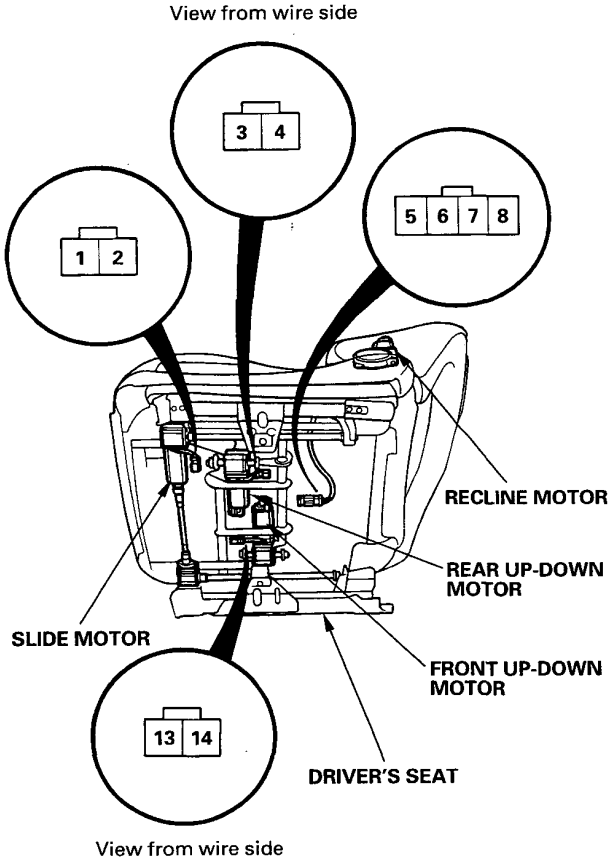




Power Seat Motor Test

CAUTION:
Be careful not to damage the seat, the interior trim or the body.

1. Remove the driver's seat, then disconnect the connectors from each motor.



2. Test the motor in each direction by connecting power and ground according to the table.

CAUTION:
When a motor stops running, disconnect the power terminal immediately.

SLIDE MOTOR:

Position \ Terminal	1	2
FORWARD	⊕	⊖
BACKWARD	⊖	⊕

RECLINE MOTOR:

Position \ Terminal	5	6
FORWARD	⊕	⊖
RECLINE	⊖	⊕

FRONT UP-DOWN MOTOR:

Position \ Terminal	3	4
UP	⊖	⊕
DOWN	⊕	⊖

REAR UP-DOWN MOTOR:

Position \ Terminal	13	14
UP	⊕	⊖
DOWN	⊖	⊕

NOTE:
If a motor does not run, reverse the test leads. If the motor still does not run, it must be faulty.

Driving Position Memory System (DPMS) (KN model)

Power Seat Memory Sensor Test

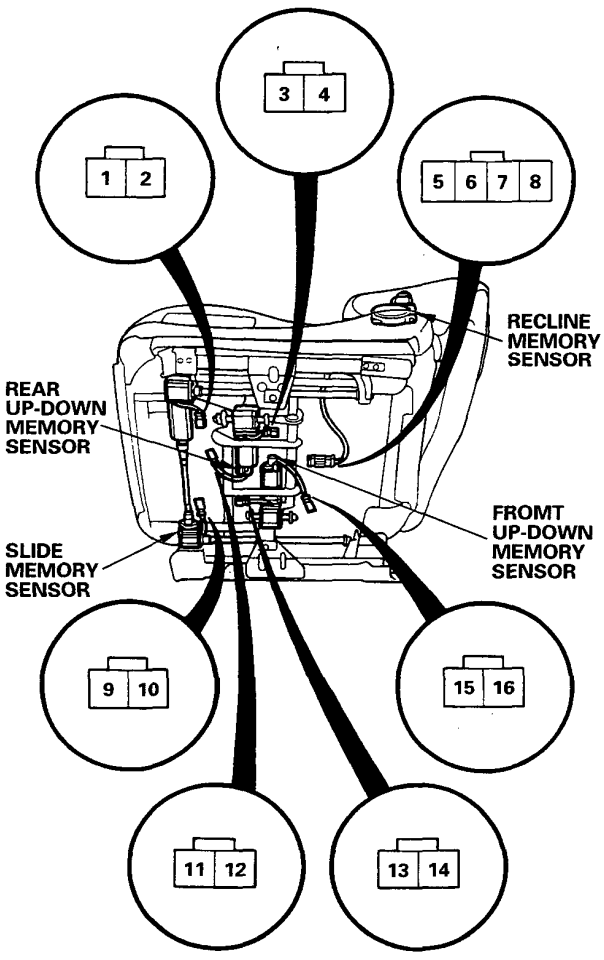
CAUTION:
Be careful not to damage the seat, the interior trim or the body.

1. Remove the driver's seat, then disconnect the connectors from each motor.
2. Connect power and ground, and connect analog ohmmeter test leads to each pair of terminals according to the table on the right.

   NOTE:
   When battery power is connected, the motors will run.

   CAUTION:
   When a motor stops running, disconnect the power terminal immediately.

View from wire side



View from wire side

SENSOR	Connect these terminals to power and ground		Connect these terminals to an ohmmeter	
SLIDE	1	2	9	10
RECLINE	5	6	7	8
FRONT UP-DOWN	13	14	15	16
REAR UP-DOWN	3	4	11	12

3. Check that the needle in the ohmmeter moves from left to right.

   NOTE:
   If a motor does not run, reverse the test leads. If the motor still does not run, it must be faulty.

Power Seat Recline Memory Limit Switch Test

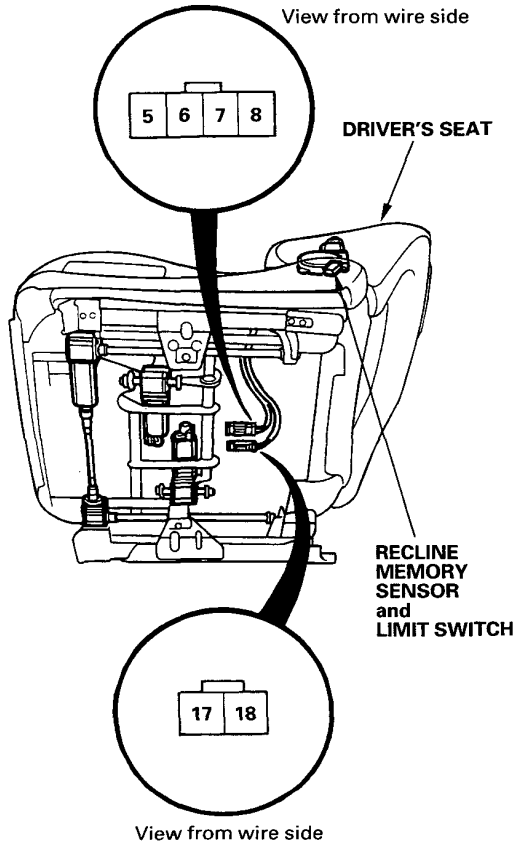
CAUTION:
Be careful not to damage the seat, the interior trim or the body.

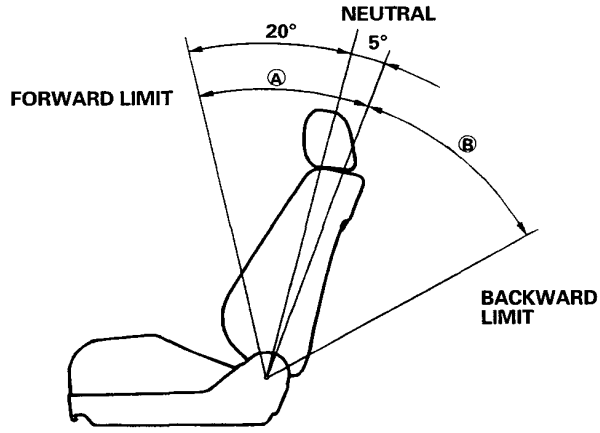
1. Remove the driver's seat, then disconnect the connector from the recline memory limit switch and recline motor.
2. Check for continuity between the terminals according to the table.

Terminal / Seat back angle	17	18
A area	○	○
B area		

NOTE:
When battery power is connected to terminals No.5 and No.6, the recline motor will run.

CAUTION:
When a motor stops running, disconnect the power terminal immediately.



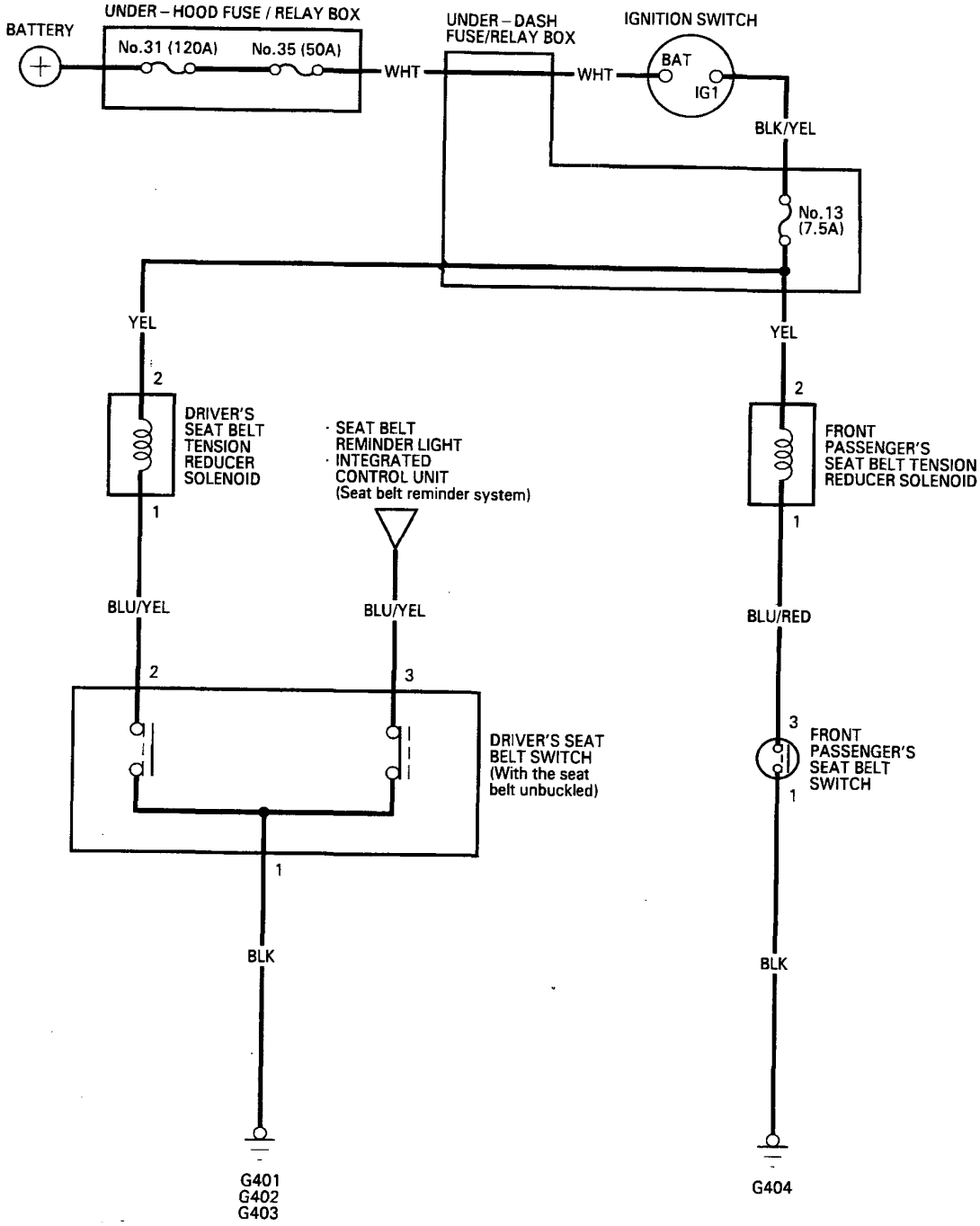


NOTE:
If the motor does not run, reverse the test leads. If the motor still does not run, the motor must be faulty.

Seat Belt Tension Reducer (KN model)

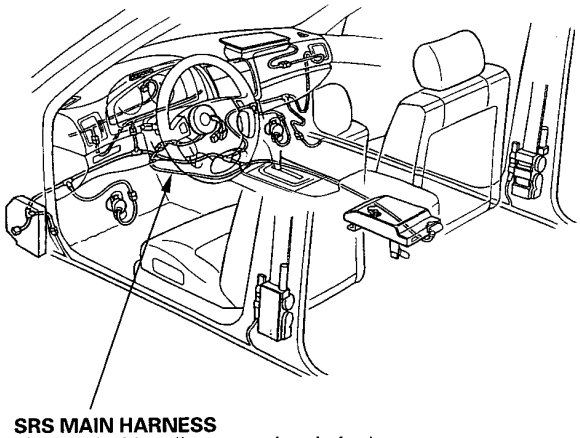
Circuit Diagram

Description
When you buckle the front seat belts with the ignition switch ON, the system loosens the belt slightly, so that you can enjoy a comfortable drive without feeling any pressure from the front seat belts.



Test

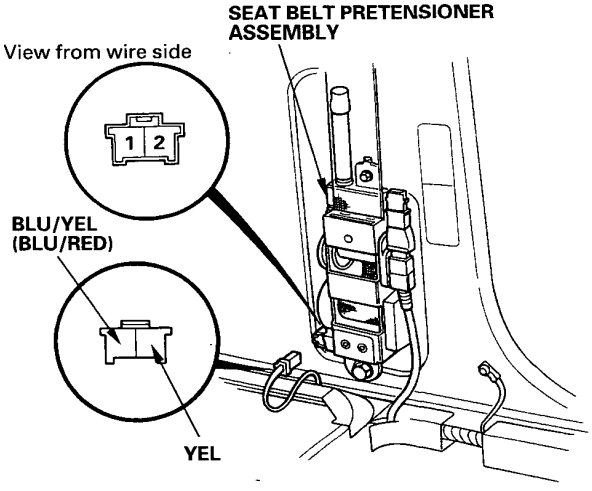
CAUTION:
- **All SRS wiring harnesses are covered with yellow outer insulation.**
- **Before disconnecting any part of the SRS wire harness, install the short connectors (see page 23-54 of 1993 Legend Shop Manual Supplement 62SP021).**
- **Replace the entire affected SRS harness assembly if it has an open circuit or damaged wiring.**



SRS MAIN HARNESS
(Covered with yellow outer insulation)

1. Check the No. 13 (7.5 A) fuse in the under-dash fuse/relay box.
2. Remove the rear quarter trim panel.
3. Disconnect the 2-P connector from the seat belt pretensioner assembly. With the ignition switch ON (II), there should be battery voltage between the YEL terminal and body ground.

   NOTE:
   The illustration shows the driver's seat belt pretensioner assembly.



( ): Front passenger's side

   - If there is no voltage, check for an open in the YEL wire between the under-dash fuse/relay box and the seat belt pretensioner assembly.
   - If there is battery voltage, go to step 4.

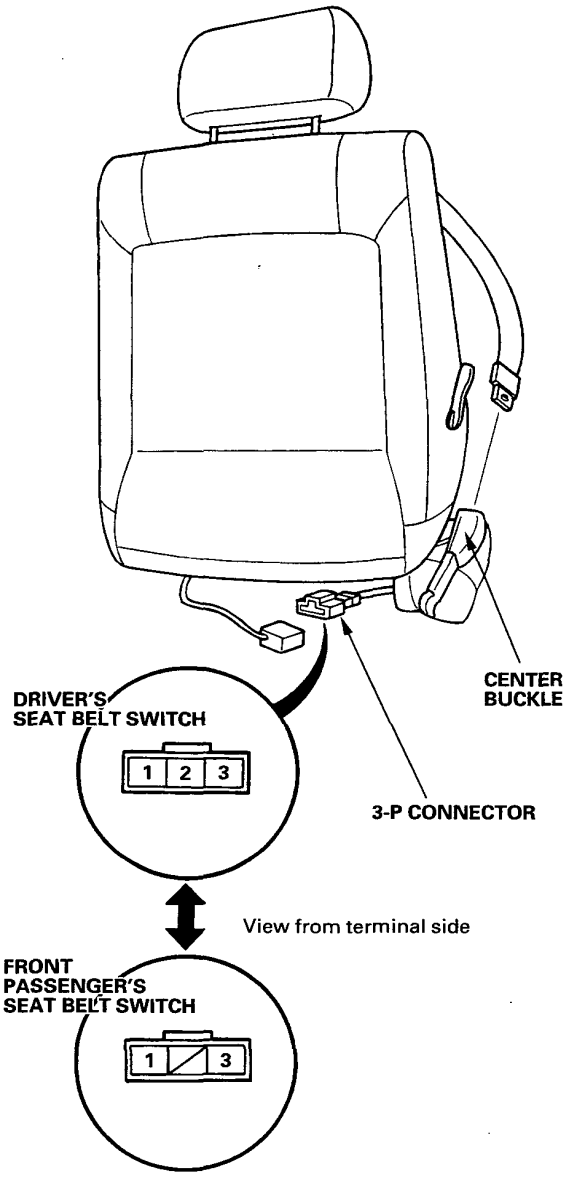
4. Reconnect the 2-P connector to the seat belt pretensioner assembly. With the ignition switch ON (II) and the seat belt unbuckled, check for battery voltage between the No. 1 terminal and body ground.
   - If there is no battery voltage, replace the seat belt pretensioner assembly.
   - If there is battery voltage, go to step 5.
5. With the ignition switch OFF and the seat belt buckled, check for continuity between the No. 1 terminal and body ground.
   - If there is no continuity, check for
     —an open in the BLU/YEL (BLU/RED) wire.
     —poor ground (G401, G402, G403, G404).
     —faulty seat belt switch (see next page).

Seat Belt Tension Reducer (KN model)

Seat Belt Switch Test

1. Slide the seat forward until the seat belt center buckle bolt is accessible, then disconnect the 3-P connector from the seat belt switch.
2. Check for continuity between the No. 1 and No. 2 terminals in each condition according to the table.

   NOTE:
   The illustration shows the driver's seat.



Condition \ Terminal	1	2 [3]
Buckled	○	○
Not Buckled		

[ ] : Front passenger's seat belt switch

- If there is no continuity, replace the switch.